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9.30 "	to	11.00 "	" 15 "
11.30 "	to	12.45 p.m.	" 15 "
12.45 p.m.	to	1.15 "	" 10 "
1.15 "	to	1.45 "	" 15 "
1.45 "	to	2.15 "	" 10 "
2.15 "	to	5.00 "	" 15 "
5.00 "	to	8.00 "	" 10 "

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8.00 "	to	10.30 a.m.	Every 15 minutes
10.30 "	to	11.00 a.m.	" 10 "
11.30 "	to	12.00 noon	" 15 "
12.00 noon	to	1.00 p.m.	" 10 "
1.00 p.m.	to	5.30 "	" 15 "
5.30 "	to	6.00 "	" 10 "
6.00 "	to	6.30 "	" 15 "
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On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations			No. 6 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)		dep.	7.30		8.32		2.30			
SHEK LUNG		dep.	8.44		1.17		2.43			
Sham Chun		arr.	10.25		3.00		4.25			
		dep.	10.35	2.05	4.30	11.45	4.35	5.00	5.35	6.30
Sheungshui		dep.	—	2.13	4.57	11.53	—	5.07	5.43	6.38
Fanling		dep.	—	2.17	5.03	11.57	—	5.11	5.48	6.43
Taipo Market		dep.	—	2.24	5.14	12.06	—	5.18	5.55	6.50
Taipo		dep.	—	2.27	5.20	12.12	—	5.21	5.58	6.53
Shatin		dep.	—	2.41	5.34	12.26	—	5.35	6.08	7.06
Yaumati		dep.	—	2.58	5.50	12.36	—	5.52	6.18	7.17
Hunghom		dep.	—	3.03	5.55	12.42	—	5.58	6.23	—
KOWLOON		arr.	11.10	3.08	6.20	12.46	7.25	6.02	6.28	7.14

UP TRAINS.

Stations			No. 4 Local. a.m.	*No. 8 Through Express. a.m.	No. 6 Through Slow. a.m.	No. 10 Local. a.m.	No. 12 Local. p.m.	No. 15 Through Express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Last Ferry leave		H.K.	6.35	7.55	8.05	10.15	1.05	2.45	5.05	5.05
KOWLOON		dep.	6.50	8.08	8.20	10.25	1.12	2.50	5.12	5.12
Hunghom		dep.	6.54	—	8.24	10.27	1.15	—	5.15	5.15
Yaumati		dep.	7.01	—	8.32	10.43	1.23	—	5.23	5.23
Shatin		dep.	7.15	—	8.46	10.57	1.40	—	5.41	5.40
Taipo		dep.	7.35	—	9.05	11.10	1.58	—	5.54	5.53
Taipo Market		dep.	7.41	—	10.06	11.14	1.57	—	5.58	5.57
Fanling		dep.	7.51	—	10.17	11.24	2.07	—	6.09	6.08
Sheungshui		dep.	7.56	—	10.21	11.28	2.11	—	6.13	6.13
Sham Chun		dep.	7.58	9.15	10.28	11.35	2.16	3.40	6.18	6.18
		dep.	—	9.25	10.30	—	—	3.55	—	—
SHEK LUNG		dep.	—	10.50	1.15	—	—	5.20	—	—
CANTON (Tai Sha Tau)		arr.	—	12.20	2.10	—	—	6.50	—	—

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		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	2.30	Shataukok	dep.	10.30	1.06	5.00
Shataukok	arr.	9.25	12.55	3.15	Fanling	arr.	11.15	2.00	5.55

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IMPERIAL PREFERENCE AND TEA IMPORTS.

THE QUESTION OF TRADE WITH CHINA.

SPECIAL INTERVIEW WITH THE CHAIRMAN OF THE CHINA ASSOCIATION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 14th.

The subject of preference giving a decided advantage to tea grown within the Empire continues to attract widespread attention. It is recognised here that in regard to the China trade the Budget proposals may have far-reaching consequences, some of which are not apparent at the moment. In the first place fiscal discrimination against teas from outside will, doubtless affect the total shipments of China tea (and also tea from Java) to the English market; and in the second place any considerable falling off in tea imports must inevitably re-act on the volume of exports from this country to the Far East.

In the discussion on the Budget proposals with regard to tea and preference in the House of Commons during the report stage (May 7th) Mr. Chamberlain dismissed the question of China tea by implying that the bulk of non-Empire teas consumed here was simply "high-class China tea, which was an article of luxury or taste as much as champagne, and for which the special demand would remain." An opposite view was strongly urged by Captain Wedgewood Benn, Liberal M.P. for Leith, who pointed out that China was one of our most important markets. He added that "we were risking the Chinese market for Lancashire cotton goods," while the proposal "would imperil the *entrepôt* trade." In the result, an amendment, proposed and seconded by two of the Labour Members, Mr. T. Shaw (Preston), and Mr. A. Short (Wednesbury), "to omit the words sanctioning a preference on the tea grown in British possessions" was rejected by 262 votes against 63.—Majority, 199.

ACTION BY THE CHINA ASSOCIATION.

The question will not, however, be allowed to remain where it is. The China market is too important to permit of that. Within the last few days, the China Association in London cabled to China in order to obtain opinions on the question from those best qualified to judge on your side. On receipt of the information the Association will, of course, take whatever action appears desirable.

Meanwhile, I have had the privilege of interviewing Mr. F. Anderson, Chairman of the China Association in London, in regard to Imperial Preference and the tea trade. He very willingly gave me an account of what has been done in the matter to date, and set forth, also, the policy of the China Association.

THE INTERESTS OF CHINA.

"The Chinese Association were asked to attend a meeting called by one of the Government Departments," Mr. Anderson said, "previous to the introduction of the Budget. We had expressed our views to the Government in regard to preference on the assumption that they would decide to bring in some form of Imperial Preference. And what we said to them was this:—That, as an Association, we were in favour of the principle of preference within the British Empire, and the only thing was that we hoped if it was decided to put it into operation the interests of China would be safe-guarded.

"We also said that in the application of a system of preference, so far as China was concerned, it largely depended upon how much the rate would be—that is to say, whether it would be a serious drawback on trade with China or not. On the assumption that the proposed tariff would be something in the region of 2d. per lb. on tea we were of opinion that that would be quite a reasonable amount if it were confined to the higher grades of China tea. The higher priced teas from China are in the nature of a luxury so far as the people of this country generally are concerned, because they cost so much more in comparison with tea from India. But we pointed out that if a flat rate for all tea were to be made the effect would be to bear very hardly upon the lower qualities of China tea, which is mainly used for blending with Indian and Ceylon tea.

A MATTER OF 30 PER CENT.

"Well, seeing that China teas in many cases lead down somewhere to about 7d. per lb. *c.i.f.*, it was quite obvious that a duty of 2d. would be equal to a preference of something like 30 per cent., and the China Association thought that this would be an unnecessarily large amount. Moreover, we stated that, in our opinion, the highest preference the lower qualities of China tea could stand was 1d. per lb., which would be equal to a preference of 10 to 15 per cent. in favour of Empire teas.

"We pointed out that if the Government did not take our advice in this matter that the trade in the lower qualities of tea imported from China would run a considerable risk of extinction. Furthermore, we stated that if this view proved to be correct China would be then placed in this position:—She would either not be able to find a market here for this tea at all, or she would have to find another market.

IMPORTS AND EXPORTS.

"If China found herself unable to find a market at all in England for her tea," continued Mr. Anderson, "her power of buying imports from England would be correspondingly reduced. This, of course, means that as Lancashire is the chief exporter to China the burden of this reduction in China's purchasing capacity would probably fall on Lancashire. Now, Lancashire has suffered very seriously from curtailment of shipments during the war, and we considered that at a time when we were trying to revive this trade it did not seem wise to place restrictions upon it. On the other hand, if China found a new market for her common teas, the tendency would be for that new market to endeavour to get its productions taken in exchange by China. In that case obviously Lancashire trade would also suffer.

"We quite realised the difficulty that the Government must experience in making a new departure of this kind by having different rates in respect of preference for different qualities of tea, and that if the Government could not see

(*Continued at foot of next column.*)

their way to introduce a tariff which would be less for the lower than for the higher qualities, then the only solution in our opinion was to make a preference of 1d. per lb. altogether. If that were done, we stated, the China Association were not opposed to the proposal. As five-sixths of the China tea we receive is not common tea we thought that this would be a reasonable solution of the difficulty.

THE GOVERNMENT ATTITUDE.

"Well, the Government did not follow our advice in the matter, but we are continuing to make representations to them, in the above sense, in the hope that they may eventually see that it is inadvisable to run the risk of indirectly injuring our export trade to China."

Asked whether any other representations were being made in regard to the question of our trade with China, Mr. Anderson replied that Chambers of Commerce throughout the country were, he believed, doing what the China Association had already done. "I know the London Chamber of Commerce is," he said, and added: "I want to make it quite clear that the China Association are not opposing the Government in their policy of Imperial Preference; but we are trying to ensure that injury is not done to our own interests in China."

THE SHANTUNG QUESTION.

In the course of further conversation Mr. Anderson spoke of some of the problems that will have to be faced before long in the Far East. To my request for his views as regards the Shantung question he said:—

"China has not come very favourably out of the negotiations regarding Shantung; but, after all, Japan has done nothing more than claim that the terms which China agreed to herself in a formal exchange of Notes should be carried out. "You know"—he added, significantly—"it is very difficult to save country from itself.

"In this respect China is not unlike the proverbial bundle of sticks. If it is bound together the bundle is exceeding difficult to break, but if you take each stick separately it is a simple matter. It has been the weakness of China that she has been governed by people who could be taken separately.

"If China has suffered a diplomatic reverse it may prove to have been cheaply bought if it shows her people what are among the penalties of dis-union. Again, if China, instead of complaining about what has happened in regard to Shantung, takes the lesson to heart and makes a serious effort to put an end to the internal dissension which is going on, then eventually all will be well with her."

FAR EAST COTTON MARKET

GOVERNMENT MISSION PROPOSED.

A largely-attended meeting of representatives of Lancashire Chambers of Commerce and of employers' and operatives' organisations engaged in the cotton industry was held at the Manchester Chamber of Commerce on May 9th to discuss a proposal to send a Government Commission to the Far East in the interests of the staple export trade of the country. Mr. Edwin F. Stockton, president of the Manchester Chamber of Commerce, presided, and there were also present Mr. Kenneth Lee, a member of the Advisory Committee of the Department of Overseas Trade. The Department of Overseas Trade was directly represented by Mr. E. F. Crowe, British Commercial Attaché at Tokyo, and Mr. P. J. McKellen, British Trade Commissioner at Singapore.

The conference was held in private. An official report subsequently issued stated that Mr. Stockton explained that the subject of the proposed mission to the Far East had been brought before the Government and the Department of Overseas Trade by a deputation from the Manchester and Blackburn Chambers of Commerce in March last, and that the scheme suggested would provide for a diversified Commission, fully representative of the cotton trade, including employers' and operatives' organisations and also distributors. The object of the Commission, which should be under Government auspices, was to inquire into the export trade in cotton textiles from the United Kingdom to the Far East, and to recommend the steps which should be taken for its preservation and extension. A tour of at least nine months was contemplated.

After an address from Mr. E. F. Crowe and a discussion which lasted about an hour, a resolution, moved by Mr. F. A. Hargreaves, chairman of the Cotton Spinners' and Manufacturers' Association, and seconded by Mr. T. Shaw, M.P., of the United Textile Factory Workers' Association, was unanimously adopted expressing an urgent desire "that his Majesty's Government should forthwith appoint a Commission, with the object of (1) visiting India, the Netherlands East Indies, the Straits Settlements, China, and Japan, and the United States, or such of these countries as they may be advised, to inquire into the export trade of cotton textiles from the United Kingdom to the Far East; and of (2) recommending the steps to be taken for its preservation and extension."

FLOODS IN HONAN.

PROMPT ASSISTANCE BY B.A.T. CO.

The entire country around Hsuchowfu, Honan, is flooded, says a recent issue of the *Shanghai Gazette*; more than 50% of the houses have been washed away, many Chinese have been drowned, and thousands of people are homeless. Such is the news to hand of a great disaster caused by flooding.

Substantial buildings of the British American Tobacco Co., Ltd. have also suffered severely, but, notwithstanding this, the Company have generously set about remedying, as far as is in their power, the evil effect to the many thousands of homeless people. One of the Company's directors, Mr. A. T. Henckendorff, has been given a large sum of money to be utilised for the immediate needs of the sufferers, and he is now on the scene doing his utmost to alleviate the misery. This is but one of the many occasions that the B.A.T. Co., has come to the rescue, when disaster befell the Chinese.

We learn that in the region of the Peking and Hankow Railway, no less than twelve miles of railway were washed away, greatly hampering the railway service.

A NEW VANCOUVER

C.P.R. CONSTRUCTION SCHEME.

For a number of years the citizens of Vancouver have been agitating for the launching of a definite and comprehensive scheme of harbour development. This city possesses one of the finest natural harbours on the whole Pacific coast, strategically situated to command the trade of an immense territory, the western British gateway to the Orient and to Australia, but it is recognized on all sides that the port equipment is far from being what it should be. It is, indeed, inferior to that in Seattle, the chief American competitor of Vancouver. Just before the outbreak of the war there were strong evidences that the Dominion Government at Ottawa intended to proceed vigorously with harbour development here. A big grain elevator was constructed capable of handling a million bushels of grain at one time, a big dock was constructed, the entrance to the main harbour was widened and deepened, and False Creek, the extension to English Bay which runs into the very heart of the city, was dredged so as to permit the passage of very large boats. The depth of water is 21 feet at low tide and the minimum width of the channel is 250 feet.

The importance of the Pacific as a great trade highway has been made even more apparent to business men of this city since the outbreak of the war. Australia, New Zealand, Japan and China provide a vast present trade and the potentialities of these markets, especially China, are immense. The city's import and export trade was practically destroyed during the first three years of the war. The Canadian Pacific Empresses, the Harrison Line and many other vessels were withdrawn from the Vancouver run. While this was a severe blow, it had the indirect benefit of demonstrating how vital was shipping to the progress of this city. A year ago the agitation for port development was renewed even more emphatically at Ottawa, with the result that the harbour engineer of Montreal, Mr. A. D. Swan, was sent to Vancouver by the government last fall to report on a comprehensive scheme of harbour development to put Vancouver in a position to handle an important share of the *post-bellum* trade. His report was presented to the federal government about two months ago and in it he recommended that the sum of twelve and a half millions should be expended. His recommendations included the construction of six deep-water berths, a dry dock, a terminal railway connecting the different railways which enter the city, a lumber booming ground, a bridge connecting the city with the north shore, a fire boat, up-to-date equipment for handling cargoes, etc. Recently the announcement was made in Ottawa that the government would vote five million dollars for the initial portion of this programme, comprising the six wharves and some necessary equipment. This work will be started in a few weeks. At about the same time the Canadian Pacific Railway will begin the construction of another immense pier, and it is also expected that in a short time the federal government will let the contract for the construction of the dry dock, which will be capable of handling the largest ocean-going vessel. With all this work completed, Vancouver will take her place among the big ports.

THE DRUG TRAFFIC IN CHINA.

A very strong indictment is brought against the Japanese in regard to smuggling of opium and morphia into China, in a letter from Dr. H. Bahne, of the School of Medicine, Tsinan (says the *L. & C. Express*). In a recent statement the Rev. E. J. Dukes gave the effect of a communication he had received from the Japanese Embassy, setting forth the steps taken by the Japanese Government to counteract the evil. These measures seem somewhat overdue, having regard to the extent of the scandal and the time it has been going on. The charges proferred against Japan by Dr. Bahne were of a remarkable character. It is stated that the Japanese, since their seizure of Tsingtao, have been transporting thousands of cases of morphia into China through this port labelled "Government stores." These, it is averred, "are received and distributed by Japanese agents, with the result that hundreds of Japanese drug shops and pedlars are taking this cursed drug all over the country." We are glad to learn that the Japanese Government now fully realises the extent of the evils which its nationals are inflicting on China by their wholesale traffic in these drugs, and that they are taking appropriate steps to put an end to it.

CHEAP ELECTRICAL FITTINGS FROM JAPAN.

THE SUBJECT OF INVESTIGATION IN GREAT BRITAIN.

In the House of Commons, Sir A. Geddes, in reply to Mr. Jesson, said that the fact that the English markets were at present being flooded with cheap electrical fittings from Japan would be considered by the Consultative Council, which had set up a special Sub-Committee to deal with the matter. He was awaiting the Council's report on the subject.

Captain W. Benn asked what publicity was given to the decision of these Councils.

Sir A. Geddes said they were published in the Press and published officially in the *Gazette*. The trades concerned were supplied with information as to the decisions of which there had been a great many published already.

Captain W. Benn: Are the decisions adverse to the consumer made public in any form?

Sir A. Geddes: No; there is no publication of the evidence, but the decisions the trade generally are aware of.

Captain W. Benn: But not the consumers.

UNIVERSITY OF ST. ANDREWS, SCOTLAND.

WALKER TRUST

Prizes for Essays.

The WALKER TRUSTEES invite Essays on—

SPIRITUAL REGENERATION

as the Basis of

WORLD RECONSTRUCTION.

Sympathising with the present aspirations after better social and international order, and believing that the realisation of the highest ideals of humanity will depend essentially on an awakening to spiritual truths which will permeate and inspire all thought, the Trustees desire the essayists to concentrate their attention primarily on the nature and the necessity of spiritual regeneration, and on the methods by which it may be attained.

The following prizes are offered for the most widely helpful essays:—

1. **STUDENTS' PRIZES.** Four Prizes of £25 each.
2. **WORKERS' PRIZES.** Four Prizes of £25 each.
3. **OPEN PRIZES of £200.** (*Open to anyone in any part of the World.*)

Essays (which may be in any language) should not exceed 20,000 words.

All essays must reach the hands of the Secretary, The Walker Trust, Rothes, Markinch, Fife, on or before 1st March, 1920.

Explanatory booklet giving full particulars and conditions may be had free on application to The Secretary, THE WALKER TRUST, Rothes, Markinch, Fife, Scotland.

The University, ANDREW BENETT,
St. Andrews, *January*, 1919. *Secretary.*

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G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

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A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction on THURSDAY, June 26th, 1919, at 2.30 P.M., at his Sales Room,

A QUANTITY OF HOUSEHOLD FURNITURE AND EFFECTS,

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curios, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboard, Napkins, Table Cloths, Hat Stands and a long line of Sundries.

TERMS:—Cash on Delivery.

Hongkong, June 23rd, 1919. [248

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JULY 8TH, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseille and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—

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ICE CREAM

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INCITING PEOPLE TO COMMIT CRIME.

CHINESE NEWSPAPER CHARGED.

AN INTERESTING CASE.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, the publisher of the *Kung Wo Po*, a Chinese newspaper, was summoned for publishing certain matter calculated to incite people to commit crime in China.

The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, prosecuted; and Mr. M. K. Lo appeared for the defendant.

A Chinese translator of the Chinese Secretariat stated that he made the following translation of the paragraph in question:—

The Army of the Two Kwongs (meaning Kwongtung and Kwongsi Provinces) declare to kill the traitors of the country. To the Editor.

Dear Sir,—The "Kwok Fo Heung In" of the Nanyang Brothers Co. are clearly native products known to every one. Recently there has been a certain corrupt aristocrat who acts willingly as "a decoy for the tiger" with the intention of damaging the Company, availing himself of the opportunity to betray his country and to make a fortune from the foreigners. When our Two Kwongs had such a villain betraying his country there would be no difference between him and Tso, Luk and Cheung of Peking, the betrayers of the country, who every one of our country has a right to extirpate. We leave no connection whatever with the said Company, but, seeing that the Company have given succour to distressed people, year after year, at the cost of upwards of $1,000,000, they have really done public service, although in name they are engaged in business. Having such great generous factors, we come forward to champion their cause, since (the matter complained of) is detrimental to the interest of the distressed people. We have purposely addressed you, Mr. Editor, with the request that you will publish this in your paper for the purpose of awakening our compatriots, the lovers of our country, to rise all at one and the same time to kill the cunning traitors to the advantage of China and the Two Kwongs as well.

Sent by over 400 Kwongsi soldiers residing at Kwongtung, lovers of the country.

Mr. Lo wished to know whether the word translated "to kill" could not mean "to punish," and witness replied that having regard to the context no other interpretation was possible than that which he had placed upon it.

Mr. Lo: It does not necessarily mean "to kill"?—Witness: In certain cases it might not convey that meaning, but in the present case it does, because it speaks of "the cunning traitors."

Then I understand you to say that the only reason why you made that translation is because a traitor should be killed?—Yes.

Other people may think that the fate of a traitor is punishment.

In reply to further cross-examination, witness stated that he read the Chinese newspapers every day. He had never during the last six months come across paragraphs which were couched in stronger language than the one referred to.

Mr. Lo referred witness to a paragraph which appeared in the *Tsau Wan Yat Po*, which was as follows:—If the people, the masters of China, could punish and extirpate all those traitors who have surreptitiously sold the land and power of their country without reserve, then those who have surreptiously sold the land and power would lose their

Witness admitted that the sentiments contained in that paragraph were very strong.

Another paragraph referred to was:—"By the threatening demonstration of Peking students on the 14th day of the fifth moon the crimes committed by the betrayers of the country have been fully exposed to the world. Tso's, Cheung's and Luk's punishment is inexcusable. Nevertheless, who are the original betrayers of the country? These are no other than Tsai Sai-cheung, President, and Tun Ki-sui, ex-Premier."

In reply to Mr. Lo, witness stated that he only read the Chinese telegrams and consequently never noticed the articles.

Mr. Hallifax: These articles appear to me to be articles calculated to excite disorder in China; also crime.

Mr. Lo: Who is the traitor referred to?—Mr. Hallifax: He can be identified by inference, although no definite name is mentioned.

Mr. Lindsell: Who do you imagine is the man?—Mr. Hallifax: I imagine he is a man called Kong Kung Yau; that is my inference.

Mr. Lo: The real object of the letter is to prove that Nanyang tobacco is a native product. It is a sort of a "boost."—Mr. Hallifax: Yes, it is an advertising effort.

Mr. Lo: I take it you do not suggest any improper motive on the part of defendant in publishing the letter?—Mr. Hallifax replied that he did not know what the motive was. All he knew was that the letter had been published.

Mr. Lo stated that defendant, in accordance with the universal rule in the newspaper world, had taken a clipping of the letter from a Canton paper, and, finding it contained news of local value, published it.

Mr. Hallifax, in reply to Mr. Lo, stated that paragraphs, containing strong language, appeared, not infrequently, in the native Press. Sufficient people would have no trouble in inferring who the "traitor" meant.

Mr. Lo: How came you to infer the person meant?—Mr. Hallifax: I made my inference from the words "corrupt aristocracy." That is a fairly distinct pointer.

There are many aristocrats in China?—Yes, but a particular person was referred to.

Was there any tendency to disturb the peace of China? It is much more likely that a paper containing a message to kill the President and other political leaders of China would create more excitement in China than a letter which

(*Continued at foot of next column.*)

AN EXCHANGE OF COMPLIMENTS.

FRENCHMAN AND PORTUGUESE AT VARIANCE.

An amusing case was heard at the Magistracy, yesterday, when Mons. G. Moussion summoned Mr. J. M. Xavier, of 13, Morrison Hill Road, for disorderly behaviour.

M. Moussion said: This happened on Friday evening. Defendant is my neighbour and has a bad custom of spitting continuously. He spat on my face. He has a mania for spitting. I told him that if he was sick he should use a spittoon.

Defendant: Do you remember the Sykora concert? You were ejected from the Theatre Royal for disorderly behaviour.

Complainant: As a matter of fact you make a very big mistake. I have always behaved myself well in the theatre. I never went to Sykora's concert. I think you are trying to make something wrong for me.

Defendant, at this stage, spat in Court.

"There you are," exclaimed complainant "he is spitting." (Laughter.)

Defendant: I must have been mad if I spat on his face. He has been bothering me continually and has called me *cochon malade* (a sick pig).

Mr. Hutchison said that he would bind both parties over in bonds of $50 each to keep the peace for six months.

THEFT FROM MESSRS. A. S. WATSON & CO.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese compounder, employed by Messrs. A. S. Watson & Co., chemists, was charged with stealing some opium pills, valued at $2.50, belonging to the firm.

Mr. M. J. D. Stephens prosecuted.

An Indian watchman stated that he overheard defendant promising to give some medicine to another Chinese and he consequently kept watch. He noticed defendant preparing the pills, and told Mr. D. Wilson, the manager, who ordered witness to arrest defendant and search him when he left the premises. The search was carried out in the presence of the manager, and the pills were discovered in the defendant's trouser pocket.

Mr. Wilson gave corroborative evidence.

The defendant alleged that Mr. Wilson bore him a grudge, and had introduced the pills on his person with the assistance of the watchman.

Mr. Wilson said that was sheer nonsense.

Mr. Lindsell sentenced defendant to six weeks' hard labour.

ALLEGED POSSESSION OF STOLEN PROPERTY.

At the Magistracy, yesterday, Wong Kung-Kuin was charged with being in possession of stolen property belonging to the Hongkong Cigar Store.

Mr. J. H. Gardiner appeared for the prosecution and Mr. C. Bulmer Johnson for the defence.

Mr. Johnson asked for an adjournment as he wished to instruct counsel.

The case was remanded till July 5th.

is more or less in the form of an advertisement?—They are both objectionable.

I agree with you, but I am only looking at it from the point of the publisher.

Mr. Hallifax mentioned that he was not pressing for a heavy penalty, but he wanted that sort of thing stopped.

Mr. Lo: Do you know what foreign firm is referred to? Is it not the British-American Tobacco Co.?—Mr. Hallifax: I inferred that it was the B.A.T.

Mr. Lo: I hope this is not an improper question to ask, but I presume I am right in stating that if the letter had not referred to the B.A.T., but to some unimportant firm or Company, the action would not have been taken?—Mr. Hallifax: It probably would.

Do you really think that a letter like that would excite the people to crime in China?—It is calculated to do so. If the article had been reproduced in pamphlet form and distributed broadcast it would have a very serious effect.

The defendant stated that he inserted the letter because it referred to the Nanyang Company, a local firm. He had no motive whatever, inasmuch as he received advertisements from the B.A.T. and none from the Nanyang Tobacco Co.

Cross-examined by Mr. Hallifax, defendant stated that he had received warnings from the Secretary for Chinese Affairs about the boycott and other matters, but not about such paragraphs as that now complained of. Besides, he had no reason to suspect that the paragraph was intended to be a sort of propaganda.

Mr. Lo submitted that a caution or warning would be sufficient because the facts were peculiar. Articles much stronger in construction and more objectionable in nature had appeared inciting the people to commit crimes and to kill people. These paragraphs mentioned people by name, such as the President of China. They must take into consideration the fact that the letter appeared in a Canton paper refuting an injurious allegation against the Nanyang Tobacco Co., who sold native products. It was nothing but an advertisement for Nanyang. Continuing, Mr. Lo stated that the letter implied that anyone who slandered the Company, who were generous benefactors of China, should be punished. No one in particular was referred to, unlike other paragraphs which had not been taken notice of. The publication of the letter was due to a little carelessness which was pardonable owing to the stress of newspaper work. He asked the Magistrate to deal leniently with defendant and not inflict a heavy fine as it was well-known that newspapers were not very rich.

Mr. Lindsell fined defendant $15.

HONGKONG SANITARY BOARD.

THE QUESTION OF SCAVENGING.

The fortnightly meeting of the Hongkong Sanitary Board was held yesterday evening. Mr. A. Gibson presided, and there were also present: the Hon. Mr. C. G. Alabaster, O.B.E., the Hon. Mr. E. R. Hallifax, O.B.E., Lieut.-Col. Crisp, Dr. F. M. Czorio, Mr. Chan Kai-ming, Mr. S. W. Tso, and Mrs. A. D. Hickling (Acting M.O.H.) and Mr. W. H. Woolley (Acting Secretary).

The report of the Committee appointed to consider the question of scavenging and the disposal of household refuse was circulated among the members. It was to the effect that so far as the present system was concerned minor improvements only remained to be carried out. The Committee, however, was of opinion that a considerable increase in efficiency would result if motor refuse and water carts were substituted for the present bullock cart system, and if a refuse destructor were used instead of dumping the refuse at sea by means of barges. There was a good deal of refuse at present collected which was quite suitable for reclamation purposes, and the Committee suggested that two motor lorries be obtained at once to take this class of material and dump it at Kennedy Town.

The Hon. Mr. Alabaster minuted that the Committee did not appear to have had before them the files relating to the erection of incinerators.

The CHAIRMAN replied that they had a report of the Director of Public Works on the erection of incinerators, but they did not do anything with it because the report had been made 8 or 9 years ago. The prices current then were very little in accordance with the present prices.

Mr. ALABASTER said he understood the matter was gone into some years ago and it was then considered that one incinerator would not be sufficient. The erection of two incinerators was thought necessary, but the price at that time was considered excessive and nothing was done. The prices now would be higher. He suggested that the Board obtain figures.

The CHAIRMAN replied that they had a summary of the figures when the report was discussed. The report, however, would be sent back to the D.P.W. and then re-circulated.

The DIRECTOR OF PUBLIC WORKS minuted: Motor refuse carts are generally regarded as very uneconomical on account of the frequent stopping and starting required in connection with the collection of refuse. The present system of collection and disposal is economical, and, with the provision of suitable pier accommodation, would be efficient.

OVERCROWDING.

The CHAIRMAN stated that the draft by-law governing overcrowding in factories and workshops had been amended and put into proper shape by the Crown Solicitor. He proposed its adoption.

Hon. Mr. ALABASTER seconded this and it was agreed to.

ONE OF SIR HENRY IRVING'S SUCCESSES.

AT THE VICTORIA ON THURSDAY.

"The Midnight Stage," which will be shown to-morrow at the Victoria is a five reel "Extra Selected" Frank Keenan photoplay, adapted and modernized for the screen from Sir Henry Irving's great success "The Lyons Mail."

"The Midnight Stage" constitutes the fourth Pathe feature to be released as an extra selected star Photoplay with that eminent character actor Frank Keenan playing a dual role similar to those made famous by the late Sir Henry Irving.

In "The Midnight Stage" the producers have used the frame work of Irving's success "The Lyons Mail." The splendid craftsmanship which evolved that wonderful story has been retained and we have in "The Midnight stage" a combination of the work of the French master dramatists who conceived "The Lyons Mail" the picturesque *locale* of the Sierras country in the early settlers' days, the splendid characterization of the two leading roles by Frank Keenan; plus "up-to-the-minute" American direction and production.

Keenan's portrayal of the dual role of a good gambler and a wicked desperado is one of those performances which will live in motion picture history, and will most certainly add to this popular actor's already great reputation. Just as Irving tranformed himself into entirely dissimilar and distinct characters in the same play, so does Keenan. Keenan appears both as "John Lynch" the gold seeker and gambler and as "Big Rivers," the thieving gunman of the hills. Both men are identical as to their features, but each part is given an absolutely distinct rendering. Where both characters meet on the screen the double exposure work is splendidly executed.

SHELL TRANSPORTS.

According to a telegram from London dated June 16th, received by Messrs. Vernon & Smyth, the Shell Transport Trading Co., Ltd. has declared a final dividend of 5/- per share (free of income-tax), payable in London on July 5th. The quotation is 102/- (sellers' price).

The quotation for British Burmah Petroleum Co., Ltd., has advanced to 36/3 (sellers' price).

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending June 21st is as follows:—

	Receipts for week.	Aggregate receipts for 25 weeks.
This Year	$15,361	367,604
Last Year	12,694	332,113
Increase	2,667	25,491

THE RECENT DISTURBANCES IN SHANGHAI.

POLICE AND VOLUNTEERS THANKED FOR GOOD WORK.

NEW DEFENCE UNIT OF RETURNED OFFICERS AND MEN.

Letters to the Captain-Superintendent of Police and the Commandant of Volunteers conveying the Council's appreciation of the services rendered by the members of the Force and Corps respectively, during the period of unrest attending the recent strike of Chinese Students have been published in the *Shanghai Municipal Gazette*.

Writing to the Captain-Superintendent of Police, the Secretary to the Council says:—

SIR,—I am directed to inform you that the members of the Watch Committee and of the Council have recorded their appreciation and commendation of the effective manner in which the Police handled the unrest attending the recent strike of Chinese Students, which ultimately extended to the commercial and labouring classes of the Chinese Community.

The tact, restraint, courage and resource displayed by all ranks throughout this trying period have evoked the most favourable comment and, in the members' opinion, they reflect the greatest credit on the organisation and discipline of the Force as a whole. That the period of unrest passed off with so few casualties is due, in a large measure, to the exhibition of these admirable qualities whilst the protection of numerous residents and the maintenance inviolate of law and order in the Settlement were being enforced.

I am, accordingly, directed to request that you will accept and convey to all ranks and to all branches, including the "Specials" whose assistance was invaluable, an expression of the members' deep appreciation of the services rendered throughout the period in question.—etc.

A similar letter was addressed to Major T. E. Trueman, the Commandant, of Volunteers.

SPECIAL POLICE FORCE.

The following correspondence has passed between the Chairman of the Shanghai Municipal Council and Major A. Hilton Johnson, Chairman of the United Services Association (Shanghai) on the subject of the formation of a Defence Company of returned British officers and men:—

To the Chairman of the Municipal Council.

SIR,—I have the honour to inform you that at a meeting of the Committee of the United Services Association held this evening, the question of forming a Defence Company of returned British officers and men was discussed.

The feeling of the meeting was strongly in favour of the formation of a Company or similar organization to act under the orders of the Captain-Superintendent of Police in time of emergency. It was understood that the Volunteer strength had in recent months been very considerably decreased, and I am requested to inquire whether the Council would be willing to equip a unit of the above character in order to assist in the protection of foreign interests in Shanghai.—Yours, etc.

A. HILTON JOHNSON,
Chairman,
The United Service Association.

To Mr. A. Hilton Johnson.

SIR,—I have the honour to acknowledge the receipt of your letter of June 11th, enquiring whether the Council would be willing to equip an emergency unit of returned British officers and men to act under the orders of the Captain-Superintendent of Police in assisting in the protection of foreign interests in Shanghai, and in reply to inform you that the Council will gladly equip a unit of this character, and that it much appreciates the public spirit of your Association in thus offering its services to the Community.

I am to suggest that the details of organization and equipment should be the subject of discussion between your Committee and the Captain-Superintendent of Police, so that the latter may report fully for the Council's consideration and final approval.—Yours, etc.

E. C. PEARCE,
Chairman,
Municipal Council, Shanghai.

SPORT.

LAWN TENNIS.

CIVIL SERVICE v. 88TH CO. R.G.A.

This match in the junior league was played at Happy Valley on Monday and resulted in a win for the Civil Servants by 57 to 42 games. Scores:—

Mr. Witchell and Mr. Goodman beat C.S.M. Pragnell and Sgt. Davis, 8-3; beat Br. Amy and L/Cpl. Kirby, 7-4; beat Grs. Sandell and Horsfall, 8-3.

Mr. Strange and Mr. Fincher beat Grs. Sandell and Horsfall, 7-4; lost to C.S.M. Pragnell and Sgt. Davis, 2-9; lost to Br. Amy and L/Cpl. Kirby, 5-6.

Mr. Wood and Mr. Piercy beat Br. Amy and L/Cpl. Kirby, 6-5; beat Grs. Sandell and Horsfall, 11-9; lost to C.S.M. Pragnell and Sgt. Davis, 3-8.

GARRISON TENNIS LEAGUE TABLE.

	P.	L.	L.	POINT.
88th Co. R.G.A. "A"	8	5	3	10
H.A.O.C.	8	5	3	10
R.A.M.C. "A"	7	5	2	10
83rd Co. R.G.A. "A"	6	5	1	10
R.E.	5	5	0	10
Manchesters	7	4	3	8
R.A.M.C. "B"	7	2	5	4
88th Co. R.G.A. "B"	6	1	5	2
87th Co. R.G.A.	7	0	7	0
83rd Co. R.G.A. "B"	3	0	3	0

PEACE
CELEBRATIONS
PLACE YOUR ORDERS
AT ONCE FOR
LANTERNS

8½ Inch RED $ 7.50 } Per 100 ... $35: } Per case of 500
11½ Inch RED $11.00 } 100 ... $50: } of 500

CANDLES to burn 5 hours $2.40 per 100.

FLAGS

3 ft x 4 ft.

$1.75 to $2.75 each

SET OF 12 ALLIES' FLAGS. $21 PER SET.

LANE, CRAWFORD & CO.

When Kaiser Bill harnessed his War Horses and took a mad canter in the race for the "World Dominion" Cup, the IMPERIO DEL MUNDO was lost to Hongkong Smokers, but now that Wilhelm is chewing the bitter cud and tramping the Dutch Hooks, his dreams of a World-wide Empire having gone up in smoke, Hongkong lovers of a good puff have come to their own again, for their old favourite, the peerless

IMPERIO DEL MUNDO

is with us once more at

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

The sole proprietorship of this Factory belongs to an American concern.

697

MACARONI, VERMICELLI, NOODLES, AND ALL KINDS OF PASTE.
AGENTS WANTED!!!
Special price for wholesellers and retailers.
Please apply:—
CANTON NOODLE AND MACARONI FACTORY.
Manufacturers of the well known
"Poppy Brand,"
Office:—31, OLD GILMAN STREET, Tel. No. 2898.
Manufactory:—19/23, ARGYLE STREET, Mongkok, Tel. No. K388.
Hongkong, March 3rd, 1919. [489

Wm Powell Ltd.
TELEPHONE 346

TAILORING DEPARTMENT.

Our London buyer, having secured some time before the Armistice a selection of the BEST WOOLLEN SUITINGS, OVERCOATINGS, etc., We are in a position to offer WELL-CUT and TAILORED Garments of superior BRITISH CLOTHS at a *LOWER* price than can be purchased in England to-day.

SUITS from $50.00

OVERCOATS from $40.00

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

G. R.

NOTICE.

NOTICE IS HEREBY GIVEN that all Private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be LICENSED on JULY 2ND, 1919.

CAPT. SUPERINTENDENT OF POLICE.
Hongkong, June 24th, 1919. [9.6

TO WHOM IT MAY CONCERN.

I HAVE This Day Admitted MR. CECIL HYNES LYSON into partnership with me, and the Business heretofore carried on by me under the Firm name of GOLDRING & PHILIPS will be carried on by us under the Firm name of GOLDRING & LYSON. All liabilities of the late firm of Goldring & Philips will be borne by me and any persons having claims against that firm are requested to send these in at once.

Dated the 24th day of June, 1919.

PHILIP W. GOLDRING,
Nos. 38 and 40, Queen's Road Central,
Hongkong. [907

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

S.S. "DUNERA,"

Arrived Hongkong on June 23rd, 1919.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O., B. I. & "APCAR" LINS.
Hongkong, June 24th, 1919. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

S.S. "PROSPER"

Arrived Hongkong on June 23rd, 1919,

FROM BOMBAY *via* BASRAH.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O.—B. I. & "APCAR" LINS.
Hongkong, June 24th, 1919. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HWAHSIN"

Arrived Hongkong on June 24th, 1919.

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary, before 6 hours.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O. S. N. Co.
Hongkong, June 24th, 1919. [1

NEW ADVERTISEMENTS

S.S. "JOSHIN MARU"

TENDERS are invited for Salvage of Gear and Machinery of the above steamer wrecked near Swatow.

For particulars apply to—
GILMAN & CO., LTD.,
Lloyd's Agents.
Hongkong, June 24th, 1919. [908

WANTED.

FROM August 1st, 7 or 8-ROOMED HOUSE with Baths, Tennis Court, etc. Situation Middle or Lower Level.

Apply— Box No. 909,
Care of "Daily Press" Office.
[909

JOHN MYERS & CO.,
LIMITED,

Westminster Bridge Rd., LONDON, England.

Merchants & Shippers.

Est. 1817.

Exporters of BOOTS & TEXTILES

IMPORTERS of GENERAL GOODS.

Enquiries Invited.

[905

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer

"PRIAM"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 24th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods, remaining undelivered after July 1st, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before July 15th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 24th, 1919. [903

STRUTHERS & DIXON, INC.

American s.s. "WESTCAJOOT."

THE above steamer having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. when delivery may be obtained.

Goods not cleared by the 29th June, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined at 10 A.M., on WEDNESDAY the 25th June, by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by the undersigned.

GEO. GRIMBLE & CO.,
Agents.
Hongkong, June 23rd, 1919. [896

S.S. "NERA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

IN connection with above Steamer Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 26th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 25th inst., at 10 A.M.

No Fire Insurance has been effected.

J. TOURTET,
Acting Agent.
Hongkong, 19th June, 1919. [2

BRITISH EMPIRE TRADE.

BUYERS can obtain particulars as to best sources of supply, and sellers of raw material can get in touch with buyers, by writing to the Secretary, British Association of Trade and Technical Journals, Sicilian House, Southampton Row, London, W.C. 1, England. The Association includes over 150 British Trade Journals, and will supply the fullest possible information free of charge.

[816

INTIMATIONS

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS hitherto conducted by the above Pharmacy at 32, Queen's Road Central, has been transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who have taken over the stocks, proprietary medicines and prescription books.

Customers requiring prescriptions repeated will be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,
Manager.
Hongkong, June 16th, 1919. [832

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1ST JULY next, the hours of business will be as follows:—

GENERAL STORE, WINE DEPARTMENT and WAREHOUSE, 8.30 A.M. to 6 P.M. Saturdays 8.30 A.M. to 1 P.M.

DISPENSING DEPARTMENT:
8.30 A.M. to 8 P.M. (including Saturdays).
Sundays 10 A.M. to 1 P.M.
6 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [848

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

IN view of a Resolution adopted by the Board of Directors at a Meeting held on June 21st, 1919, the Bank is in the charge of the Manager, MR. J. USANG LY. The resolution reads:

"It was resolved that in order to carry "out the new policy of the Board to "assume more active control, the President "be requested to refrain from exercising "his usual powers of active administration "of the Bank pending the revision of the "Articles of Association by an Extra-"ordinary and a Special Meeting of the "Shareholders the dates for which meetings "are to be decided later."

By Order of the Board
J. K. CHOY,
Secretary.
[901

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchandlers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 99 & 101, DES VOEUX ROAD CENT. (opposite to west corner of the Central Market) Telephone 209.

Hongkong, May 26th, 1919. [802

WANTED.

BRITISH ASSISTANT for Merchants Office. Good salary and prospects to suitable person.

Apply to— Box 893,
Care of "Daily Press" Office.
[899

WANTED.

LADY travelling to England via Suez end September with one child wants nurse, or help, during voyage.

Apply—
Box No. 898,
Care of "Daily Press" Office.
[898

TO BE LET FURNISHED,
From July 1st.

NO. 7, MOUNTAIN VIEW, THE PEAK.

Apply to—
W. L. PATTENDEN,
GILMAN & CO., LTD.,
84, Des Voeux Road Central.
[797

TO LET.

NO. 102, THE PEAK, 8-Roomed House at the Peak.

Apply to—
PERCY SMITH SETH & FLEMING
[522

TO LET.

A FLAT in Nathan Road, Kowloon

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings
61

THE PEAK.

FOR SALE. A FIVE-ROOMED Residence.

For particulars apply to—
"X.Y.Z."
Care of "Daily Press" Office.
[424

FOR SALE
AT
SWATOW.

THE VALUABLE SITE on Main Street Kialat, 200 feet in length, 139 feet water frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks Water, Electric Fittings Vegetable Garden, fine Garden with Large Shade Trees, Beautiful View of the Bay and surrounding Hills.

For particulars apply to—
Box No. 889,
Care of "Daily Press Office."
[859

INTIMATION

SPARKLING

MINERAL

WATER.

Pyeris

Registered.

An exact reproduction of a well-known Spa at half the price.

Blends perfectly with Spirits, especially Whisky.

A. S. WATSON & CO.,
LIMITED.

ÆRATED WATER MANUFACTURERS

TEL. 436. [12

MARRIAGE.

COBBETT—CLOUGH.—At Ringway Church, Cheshire, on May 7th, ALAN MILLER COBBETT, to MURIEL, youngest daughter of the late Benjamin Peel Clough, of Shanghai.

DEATHS.

DESTELAN.—At Peking, on June 15th, MADAME H. PICARD-DESTELAN, wife of Mr. H. PICARD-DESTELAN, Co-Director General of Posts.

HILL.—At Peking, on June 17th, ZOE MARGARET, wife of G. E. OSLAND HILL, Chinese Postal Service.

LANGDON.—At base hospital, Calais, on October 24th, 1918, of pneumonia, Sec.-Lieut. JOHN STAFFORD LANGDON, R.E., I.W.T., late Chief Officer, China Navigation Company. Aged 32 years.

TREACHER.—At St. Albans, on May 3rd, Sir WILLIAM HOOD TREACHER, K.C.M.G., late Resident-General, Federated Malay States.

HONGKONG OFFICE: 10a, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 25TH, 1919.

GERMANY SUBMITS.

AFTER ineffectual protests, the German plenipotentiaries have agreed to sign the Peace Treaty unconditionally. The contrast between the calm with which this announcement was received yesterday and the enthusiasm with which the news of the Armistice was greeted last November shows that there was never any real anxiety locally as to the outcome of the negotiations. The truculent attitude of the Germans at the outset did not deceive anybody, for hostilities were suspended under conditions which made their resumption impossible. Nor is it to be supposed that the Germans themselves believed their counter-proposals stood any chance of being accepted. It is far more probable that the German delegates at Versailles adopted a theatrical pose by instruction of the Government with the two-fold object of impressing the people of the Fatherland favourably, and of protracting the proceedings in the hope that some dissension from which they might snatch an advantage would arise amongst the Allies in the course of the peace discussions with the other members of the Quadruplice. As we pointed out in a previous article, even should they fail to obtain any substantial concession they would be no worse off, because they could always submit at the last moment if there was no alternative. It is precisely that which has happened. The Allies have resolutely adhered to the principles laid down in the draft Treaty, though they have expressed their willingness to amend some of the details, and the Germans, finding them united and unyielding, have bowed to the inevitable at the eleventh hour.

The discussions have occupied just seven weeks, the peace-terms having been first presented to the German delegates on May 5th. Some surprise has been expressed that the Allies should have exhibited so much patience, but we think their policy is preferable to the peremptory methods of the Prussians. It is but fair to give a beaten foe an opportunity of submitting his views for consideration. If they be reasonable and effect be given to them the peace pact is likely to be the stronger: if they be unreasonable it is as well that this should be known to the world. More than seven months, it is true, have passed since the Armistice was signed, but when the number and complexity of the questions to be settled by the Conference at Paris is considered no adverse criticism, we think, can be raised on this score. Not only has the map of Europe had to be redrawn with a due regard to conflicting interests, but territorial re-adjustments have had to be made throughout the world; and, in addition to ascertaining the amount of the claims of the various Allied Powers to compensation, it has been necessary to inquire into Germany's capacity to pay. In this connexion, it is gratifying to learn that information is filtering through from Paris about the solid work of the British delegates, and notably Mr. LLOYD GEORGE. Undoubtedly the British were mainly responsible for the chief clauses in the Treaty, including those relating to the former German Colonies, reparation, indemnities, and the trial of the KAISER and his associates. In addition, Mr. LLOYD GEORGE kept the peace between rival statesmen eager to press the claims of their nationals unduly. Another point which may be mentioned is that among the Allied missions the British was the only one that went to Paris fully prepared, and ready to enter upon discussion of the thousand and one problems that had to be solved. As to our Allies, it may not be complimentary to their diplomatists to say it, but it is none the less true that they had omitted to do their home-lessons, and so had to study their text-books during the Conference and improvise a programme. Statesmen who met our delegates came to regard them with a respect approaching deference, and considered that the knowledge of the British in handling world-affairs was almost uncanny in extent and power. But, of course, we have been a very long time at the business compared with most of the others.

Though the terms of the peace are severe—as the circumstances demand—they cannot be described as unjust. President WILSON has declared that they are "entirely in accord" with his Fourteen Points, upon which the Germans set so much store. Herr BERNSTEIN told the Social Democratic Conference at Weimar that the peace-terms were "the result of a barbaric war for which Germany was largely responsible," and that nine-tenths of them were a necessity. Herr HARDEN, too, has reminded the world of the brutality with which BISMARCK treated France in the seventies. It has been urged, indeed, that too much consideration has been shown to Germany, and imagination has run riot over the kind of peace that the enemy would have imposed upon us in the event of victory. We are not, however, very much impressed by this kind of argument. No doubt Germany would have been guilty of as serious miscalculations in making peace as she was in making war. Surely we must give our representatives credit for having done their utmost to get as much out of Germany in the way of reparation as is practicable, and for having insisted upon adequate guarantees for future good behaviour. So far as can be gathered from the expressed views of leading publicists in Europe and America, the terms of the Treaty are satisfactory on the whole to the vast majority of people. There are extremists in every country who expected harsher terms, but it has been the aim of Allied statesmen in drawing up the document, while leaving no room for doubt as to Germany's guilt and while taking care to exact reparation, to avoid, as far as possible, ground for revenge similar to that which rankled in the heart of France against the Germans after the Peace of Versailles in 1871.

Major Bowen was amongst the arrivals by the *Dunera* on Monday.

Capt. Percy Withers has been appointed to the command of the light cruiser *Columbo*, China Squadron.

Lieutenant-Commander H. L. Haslewood has been appointed to the *Tamar* at Hongkong, with effect from April 25th.

Mr. and Mrs. H. J. Gedge returned to the Colony, yesterday, on the *Tango Maru*, after a brief holiday in Japan.

Owners of motor cars, motor cycles and all other private vehicles are notified by the Captain Superintendent of Police that they must obtain licences on July 2nd.

Amongst other appointments to the light cruiser *Hawkins*, flagship of the China Squadron, on reconstruction, are Commander G. B. F. Edward-Collins and Lieut. P. H. Bonham-Carter.

Punch thinks there is another impending apology because the *Shanghai Mercury* remarks: "If this pianist is not heard again in Shanghai, he will carry away with him the grateful thanks of our music-lovers."

Captain Richard Wood, Black Watch, who is now on his way back to rejoin the staff of the *N.-C. Daily News*, recently received the Military Cross at the King's hand. Capt. Wood had previously been decorated with the D.C.M. and M.M.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—$75 from Messrs. W. R. Loxley & Co., and $100 from the Dairy Farm Ice and Cold Storage Co.

There will be a matinee performance of Bostock's Royal Italian Circus this afternoon, commencing at 5 p.m., as well as a special matinee to-morrow (Thursday) at the same time. Bostock's have broken all records in the matter of patronage. Full houses have been the order ever since they opened their Hongkong season.

The following cases of communicable diseases were reported in the Colony during the week which ended on Saturday:—Bubonic plague, 27 (20 deaths) cerebro-spinal fever, 1 (1 death); puerperal fever, 1 (1 death); and enteric fever, 1. Three cases (3 deaths) of bubonic plague and 2 cases (2 deaths) of cerebro-spinal fever were reported on Sunday and Monday.

At the Criminal Sessions, yesterday the hearing was concluded of the case in which Wong Wei Nam was indicted for forgery of two receipts, for $350 and $417.83. The defence put forward by the Hon. Mr. C. G. Alabaster, who appeared for the prisoner, was that the transaction was a *bona fide* one, but that the money had been paid to the Canton firm by another *employé* of the Hongkong firm, and not by the prisoner. The jury brought in a unanimous verdict of "not guilty," and the prisoner was discharged.

A forest guard saw a Chinese woman cutting branches off a tree in the Government Plantations at Quarry Bay and arrested her. He handcuffed her and was taking her to the Station, when she called out to her husband to "save life." The husband collected several friends and assaulted the forest guard opposite the Taikoo Sugar Refinery. The forest guard was injured and some Europeans, who were passing at the time, dispersed the crowd and rendered first aid. Yesterday, the husband was fined $4 at the Magistracy for assault.

In the Admiralty Division of the High Court of Justice, before Mr. Hill, an action was brought by the Manchurian Co., Ltd., of Hongkong, and Messrs. Lambert & Smiths, merchants, of Hull, against the owners of the Russian steamship *Kien*, in respect of damage alleged to have been caused to a consignment of soya beans carried in 1915 from Vladivostock to Hull. The defendants denied damage or negligence, and pleaded exceptions in the Bills of Lading. When the case was called on, his Lordship was informed the matter had been adjusted.

Hongkong received the news calmly, yesterday, that Germany had agreed to sign the Peace Treaty unconditionally. As the afternoon wore on, the flags of the Allies became increasingly evident until by evening the general effect was very pleasing. At the Criminal Sessions, the Chief Justice was summing up the evidence in a forgery case when a copy of the *Daily Press* special telegram-slip containing the welcome news was handed to him by the Chief Clerk. Glancing over its contents, Sir William Rees Davies said the news was so satisfactory that he felt he should read it out to the jury. This he then proceeded to do.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

REAR-ADMIRAL WOO IN TOULON.

TOULON, June 18th.

The Chinese Rear-Admiral Woo inspected, this morning, the submarine station, aviation centre and the warship *Provence*. He subsequently proceeded to Marseilles, where will embark on the *Andre Lebon* for China.

PEACE TREATY TO BE SIGNED TO-DAY.

GERMAN DELEGATES STONED IN PARIS.

NATIONAL INDUSTRIAL COUNCIL TO BE ESTABLISHED.

NATIONALISATION OF BRITISH MINES.

CANADIAN SOLDIERS CREATE A DISTURBANCE AT EPSOM.

GERMANY COMMENCES TRADE COMPETITION.

PEACE.

GERMANY AGREES TO SIGN TREATY UNCONDITIONALLY.

HONGKONG, June 24th.

His Excellency the Officer Administering the Government has received a telegram from the Secretary of State for the Colonies, dated June 23rd, as follows:—

The Foreign Office has received an intimation to-day from Paris that the Germans have agreed to sign the treaty unconditionally.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SIGNATURE BY JUNE 25TH.

LONDON, June 23rd, 5.40 p.m.

A British official statement says that the Germans intend signing the Treaty.

LONDON, June 23rd, 6.25 p.m.

A British official statement says that the Germans have agreed to sign the Treaty. The date of signature will probably be June 25th.

PARIS, June 23rd, 8.5 p.m.

It is authoritatively stated that the Treaty will probably not be signed by June 25th, owing to the necessity of examining the credentials of the hundreds of plenipotentiaries who will have to sign the documents.

GERMANY'S MOMENTOUS DECISION.

BERLIN, June 18th.

At a meeting of the Peace Committee of the National Assembly at Weimar, Herr Scheidemann stated that the decision in regard to the Peace Treaty could not be made until the complete text of the Allies' reply to the German counter-proposals had been received.

He declared that Germany was confronted with a very momentous decision, which it was their duty to approach with an entirely open mind. Undoubtedly, Germany was faced with very hard times.

The Committee adjourned until June 19th to enable the Government to confer with the Peace Delegation.

The public, generally, seem satisfied with the Allies' conciliatoriness. A plebiscite will overwhelmingly favour the signing of the Treaty.

GERMAN GOVERNMENT DIVIDED.

BERLIN, June 17th.

A telegram from Weimar states that seven members of the Government are in favour of, and seven members oppose, the acceptance of the amended *Entente* terms as far as they are known prior to their presentation.

It is therefore not impossible that the decision will favour the acceptance of the terms.

CONCESSIONS—IF GERMANY SIGNS.

LONDON, June 18th.

It is stated, from American sources, that Germany, if she signs the Treaty, will possibly be allowed the use of 30 per cent. of her merchantmen. She will also be allowed to dispose of her gold reserves, and to purchase minette ores for smelting her own iron ores.

OCCUPATION OF GERMAN TERRITORY TO CONTINUE.

PARIS, June 17th.

The draft agreement handed to the Germans with the Allied Note provides that the Allies shall continue the occupation of German territory as a guarantee of Germany's execution of the Treaty.

No German troops shall be admitted into occupied territories, but Police forces, whose strength shall be determined by the Allies, may be maintained for the purpose of ensuring order.

A civilian body entitled the Inter-Allied Rhineland High Commission, will be the supreme representative of the Allies in occupied territory. It will consist of four members representing Belgium, France, Great Britain and the United States.

GERMAN DELEGATES STONED IN PARIS.

PARIS, June 17th.

When the German delegates left Versailles last evening, a portion of the crowd shouted and jeered at the passing motor cars, and there was some stone-throwing.

Herr Melchior and Frau Dornbach who were seated in an open *coupe*, were struck.

M. Clemenceau, to-day, sent a letter to the President of the German delegation expressing his regrets, and stating that the Prefect of the Department and the Commissary of Police had been dismissed.

HOW THE TROUBLE ORIGINATED.

PARIS, June 18th.

The newspapers state that the stoning of the German delegates originated in two German women secretaries replying to the hisses of the crowd by putting out their tongues and making derisive gestures. Several German officials, who evaded surveillance at Versailles, are also said to have behaved aggressively.

TRADE RELATIONS WITH GERMANY.

LONDON, June 23rd.

The Economic Council has decided that each Ally shall separately decide whether to permit her subjects to resume private trade relations with Germany.

LOADING OPERATIONS FOR GERMANY SUSPENDED.

LONDON, June 18th.

Vessels at Hull loading cargoes for Germany have suspended operations.

DEMONSTRATING BRITAIN'S PREPAREDNESS.

LONDON, June 18th.

Reuter learns that the airship R. 34 left the Firth of Forth, equipped with bombs and machine guns, to make a flight to the German Coast, so as to demonstrate Britain's preparedness for a resumption of hostilities.

COPENHAGEN, June 18th.

The British airship L. 30 flew over the Province of Jutland to-day, and the R. 38 flew east of Kalundborg; both proceeding southward.

BRITISH FLEET ON WAR FOOTING.

EDINBURGH, June 18th.

The British Fleet is under orders, in view of the possibility of the Germans not signing the peace terms. All leave has been stopped, all stores and ammunition have been taken aboard, and the Fleet is ready to proceed to sea at very short notice. The Fleet, indeed, is again on a war footing.

ALLIED OFFICERS INSULTED.

EXCITING INCIDENTS AT FRANKFORT.

COPENHAGEN, June 18th.

A telegram dated June 17th states that huge crowds at Frankfort made a demonstration in front of a hotel where Allied officers were staying. A shot was fired.

Government troops machine-gunned the crowd, which fled.

Subsequently, a German insulted a French officer who was forced to take refuge in a building where French naval men were quartered. A crowd surrounded the building.

The French authorities then warned the Police President that they would bombard the town if French officers were molested. A strong force of Government troops then dispersed the crowd.

GERMANY.

SPARTACIST COUP D'ETAT IN WEIMAR FAILS.

COPENHAGEN, June 18th.

A telegram, dated June 18th, from Berlin, states that the Spartacists attempted a *coup d'état* at Weimar last night. Two men in uniform, at two o'clock in the morning, went to the military prison and released 60 prisoners, who then persuaded the soldiers in the barracks to join the Spartacists.

The soldiers overpowered the sentries in the castle where the Ministers were quartered, but Government reinforcements defeated the Spartacists after violent street-fighting, and took some of their leaders prisoner.

AFFAIR MINIMISED IN BERLIN.

BERLIN, June 18th.

A semi-official account of the above incident minimises the affair. It does not mention the Spartacists or the soldiers joining them, but says that two soldiers and four prisoners were wounded.

LETTLAND.

GERMANS ORDERED OUT.

STOCKHOLM, June 18th.

The British Government has sent an ultimatum to General von Der Goltz, demanding that all German troops be immediately sent back to Germany, and that the *Landwehr* be withdrawn from the Northern Front, so that the Ulmanis Government will be enabled to resume its functions.

The ultimatum states that Britain prohibits all interference on the part of the Germans with affairs in Lettland, and makes von Der Goltz responsible for the fulfilment of the terms of the ultimatum.

BRITAIN'S HOUSING PROBLEM.

SPEECH BY THE MINISTER FOR RECONSTRUCTION.

LONDON, June 18th.

Speaking at Leeds, Dr. Addison, Minister for Reconstruction, said that he wanted 100,000 houses during the remainder of 1919, and 200,000 in 1920.

The limiting factor was labour, but the Government was negotiating with a view to augmenting and making better use of labour, as in the production of munitions.

THE BRITISH EMPIRE.

WHAT IMPERIAL PREFERENCE REALLY MEANS.

LONDON, June 18th.

At a London Commercial Club luncheon, Lieut.-Col. L. C. S. Amery said that Imperial Preference meant that the country would recognise in peace, as they had learnt to recognise in war, that the British Empire was a reality. They could not afford, in commerce any more than in war, to treat nations living under the British Flag as if that Flag had no meaning.

Under the existing system, England had dissipated an enormous amount of its economic strength which might have been conserved within the Empire and would have helped them in time of need.

He believed that if the British Empire were broken up it would mean the final end of any hope of an organised League of Nations. The more the Empire was effectively united, the greater would be its contribution towards the maintenance of the peace of the world.

BRITAIN'S ECONOMIC POLICY.

LONDON, June 18th.

Entertained to lunch by the Empire Producers' Organisation in London to-day, Lord Milner presiding, Mr. W. M. Hughes urged that the economic policy of Britain should now be more clearly declared.

Imperial preference might be the beginning of a great thing, but of itself it was meaningless and would not turn the scale by a fraction of a hair's breadth in the manufactures of Britain.

Failing a definite policy, it was certain that Germany would comparatively soon regain her hold on the resources of the Empire and the world, and the war would have been fought almost vainly.

The Empire could be made a place worthy of the men who had saved it. The workers' demands were just. Better conditions could be satisfied only by a policy which would ensure the development of the Empire's great resources.

Unless a definite policy was adopted, giving British manufacturers preference in the Home market and giving the Dominions a larger market within the Empire for their raw materials, not only would Imperial trade suffer, but the Empire would tend to disintegrate.

THE IRISH PROBLEM.

REJOINDER TO ANTI-BRITISH PROPAGANDA.

LONDON, June 18th.

The report of the Irish Americans, Messrs. Walsh and Dunn, which contained a series of most virulent charges against the Irish Government, the police, the prison warders and the military, and which enjoyed a full week's free run in America, where it caused a great sensation, has provoked much anti-British bitterness.

The official rejoinder issued last night is essentially a dispassionate document. It places each charge and the reply in parallel columns.

The replies mainly consist of the declaration: "This is wholly untrue" or "This is absolutely baseless," with explanations disproving the allegations.

Certain warmth of language is displayed in one case only, where a charge is described as a "deliberate and wicked falsehood." This related to allegations of a "British unprovoked assault by an English Colonel and a crowd of soldiers on Professor McNeill."

The rejoinder cites, effectively, a speech by the late Mr. John Redmond, in 1915, testifying to the prosperity and happiness of Ireland, and the report of Mr. Justice Dodd, disposing of the charges in regard to the treatment of Sinn Feinners in Belfast Prison in June, 1918.

BRITISH COAL COMMISSION.

CASE FOR NATIONALISATION OF MINES MADE OUT.

LONDON, June 17th.

The Special Coal Commission has concluded its sittings, and will probably issue three reports as previously.

It is expected that the miners' section will favour, and the owners will disfavour, nationalisation, while the Chairman and the Independents consider that a sufficient case for nationalisation has been made out. Therefore, Parliament ought to decide.

TRANS-ATLANTIC FLIGHT.

ENTHUSIASM OVER BRITISH SUCCESS.

LONDON, June 16th.

The newspapers are jubilant at the triumphant All-British flight which has achieved the conquest of the Atlantic.

An amazing feature of the flight was the wonderful accuracy in maintaining the course, but the newspapers emphasise that such flights at present are primarily feats of human endurance and must not be taken as foreshadowing the early establishment of a Trans-Atlantic passenger service.

In this connection, greater hopes are entertained of the coming flight of the dirigible R. 34.

The Vickers machine brought 800 letters.

Lt. Brown was able to take only four readings of his position: one from the sun, one from the moon, one from the Pole star, and one from the star, Vega.

FURTHER DETAILS OF FLIGHT.

LONDON, June 15th.

The Vickers machine was built for *long-distance bombing. She is capable* of generating 700 horse-power, with a cruising speed of 90 miles per hour. Her petrol capacity is 865 gallons, sufficient for a flight of 2,440 miles.

Captain J. Alcock, D.S.C., the pilot, served in Turkey in the Naval Air Service and fell into the hands of the Turks owing to an engine failure. He remained a prisoner until the end of the war. Lieut. A. W. Brown served in France as an observer and was wounded and taken prisoner in 1915, being repatriated in 1917 after internment in Switzerland.

The machine landed in a bog and was slightly damaged. Brown was dazed and Alcock somewhat deafened from the force of the landing.

They were constantly in a thick fog *en route*. Sometimes they found they were flying at a height of 11,000 feet, and sometimes they found they were upside down, only about 10 feet from the water.

ENTHUSIASTIC RECEPTION IN LONDON.

LONDON, June 18th.

Enormous crowds and very enthusiastic scenes marked the arrival in the Metropolis, to-day, of the Atlantic fliers. Great precautions were taken to prevent a repetition of the Hawker-Grieve experiences.

The Lord Mayor and Mayoress attended the St. Pancras station and accorded the fliers a civic reception. A representative of the Aero Club was present, also General Groves, for Major-General Seely and Major-General Trenchard. General Groves handed to the fliers, letters of congratulation from both.

The streets along the route to the Aero Club were again densely thronged with people who gave the airmen gigantic ovations. Two aeroplanes flew over the streets along the route, escorting the airmen's motor-car.

Mr. H. G. Hawker, Mr. Thomas Sopwith, and a number of air officers were present at the reception at the Aero Club.

CAPTAIN ALCOCK INTERVIEWED.

LONDON, June 18th.

Capt. Alcock, interviewed, said that the great secret of a Trans-Atlantic flight was the nursing of the engine. The Vickers' ordinary speed was ninety miles. They could have done 115, but they never opened the throttle once, and a favourable wind enabled them to average 120 miles per hour.

AUSTRIA'S "DEATH SENTENCE"

AN APPEAL FROM THE GERMAN-AUSTRIAN REPUBLIC.

VIENNA, June 18th.

The German-Austrian delegation has presented a Note to the Peace Conference declaring that the German-Austrian Republic which was created on November 12th, 1918, had never been warring against any nation, and therefore should not be made the sole inheritor of the former Monarchy's guilt as regards debts and obligations.

The Note alleges that German-Austria was the most peace-loving of any of the States which arose out of the Dual Monarchy.

GERMAN TRADE METHODS.

RECRUDESCENCE OF PRE-WAR COMPETITION.

LONDON, June 17th.

As an instance of the recrudescence of German competition, it may be stated that a large contract for constructional engineering in Holland has been accepted by a German firm for £20 per ton below a leading British Company's offer.

The *Times* refers to the mysterious lowness of the German tender, which is actually below the price of the raw material delivered by the British rolling-mills.

CANADIANS' DISORDERLY CONDUCT.

A FRACAS AT EPSOM.

LONDON, June 18th.

Five hundred convalescent Canadians, stationed in a neighbouring camp, raided the Epsom Police Station at midnight, with the object of liberating 16 of their comrades.

The Station Police determinedly resisted for an hour, but were finally overwhelmed. The premises were wrecked and a Police Sergeant fatally wounded. The Canadians released two of their comrades.

FIGHTING BOLSHEVISM.

CAPTURES ON THE EKATERINODAR FRONT.

LONDON, June 18th.

A despatch from the British Military Mission at Ekaterinodar, dated May 27th, states that General Ulagaih's victory on the Sal River resulted in the capture, after three days' fighting, of 3,000 prisoners, 23 guns, and many machine guns, bringing the total captures on this front to 18,000 prisoners, 83 guns, over 300 machine guns, and large quantities of war material.

SUPREME COMMANDER OF THE RUSSIAN FORCES.

In an Army Order, referring to the successes of his troops, General Denikin says that he is convinced that the salvation of Russia depends on a united, supreme authority, in conjunction with a single Supreme Commander. Therefore, he acknowledges General Koltchak the Supreme Commander of the Russian Armies, and places himself under his orders.

SITUATION IN THE DWINA SECTOR.

LONDON, June 18th.

In a *communiqué*, General Ironside reports:—

On June 16th, the situation in the Dwina sector was quiet.

In consequence of a Bolshevik order mobilising all men under 46 years, in the neutral zone in the Dwina sector, 80 men, and a number of women and children came to our lines.

REPORT FROM GENERAL MAYNARD.

General Maynard reports that Russian volunteers have reached the shores of Lake Voldozero, and, in fighting on June 14th, took 36 prisoners.

West of Lake Mnega, the enemy are being followed up by the Russians, supported by the Allies, along the railway and the road skirting the lake.

ESTHONIANS EVACUATE KRASNAJAGORKA.

LONDON, June 18th.

An Esthonian *communiqué*, dated June 16th, says:—

On the Gatshina front, the Esthonians, owing to enemy pressure, evacuated Krasnajagorka after destroying the fort and its guns.

GENERAL STRIKE IN WESTERN CANADA.

SAID TO BE OF A REVOLUTIONARY CHARACTER.

LONDON, June 17th.

A general strike movement has broken out in Western Canada, notably in Winnipeg.

It is alleged to be to some extent of a revolutionary character.

As the movement has been accompanied by minor disorders, it has led the authorities to act drastically.

Many leaders of the movement in Winnipeg were arrested early this morning.

There were similar arrests at Calgary and other Western points.

LABOUR "TEMPLE" RAIDED.

WINNIPEG, June 18th.

Simultaneously with the arrests, a Labour "temple" was raided to-day, and much literature was seized. Several arrests were made under the authority of the Federal Government of Ottawa on a charge of seditious utterances.

DUCHESS OF WESTMINSTER

SOME DETAILS OF THE DIVORCE ACTION.

LONDON, June 17th.

The Duchess of Westminster obtained a decree *nisi*.

The Duchess's counsel submitted that desertion began in 1910.

The Duke wrote to the Duchess on June 5th, 1913, that he was determined not to live with her again, and suggested that she should take a house in London.

He offered her £13,000 yearly, the alternative being publicity. The Duchess declined to give up Grosvenor House and Eaton Hall, and the Duke consequently withdrew his offer and decided to close both residences.

The separation agreement was signed in June, 1913.

The Duke stayed at a hotel in Brighton with a lady on June 4th, 1917.

COUNTESS MARKIEVICZ.

SENTENCED TO FOUR MONTHS' IMPRISONMENT.

LONDON, June 18th.

Countess Markievicz, who was recently arrested in Dublin, has been sentenced to four months' imprisonment for participating in an unlawful assembly at Cork.

THE ALLIES AND RUSSIA.

DEBATE IN THE FRENCH CHAMBER.

PARIS, June 17th.

The Chamber, debating on the Allies' Russian policy, rejected, by 365 votes to 140, a motion demanding the withdrawal of troops, and passed a vote of confidence in the Government by 349 votes to 137.

AMERICAN LABOUR DECISION.

ATLANTIC CITY, June 18th.

A convention of the American Federation of Labour has passed a resolution refusing to recognise the Bolshevik or any other Government in Russia till a Constituent Assembly has been elected.

BRITISH LABOUR.

INDUSTRIAL COUNCIL TO BE ESTABLISHED.

LONDON, June 18th.

The National Industrial Conference, arranged by the Government last February to investigate the causes and remedies of Labour unrest, appointed a Committee which has now agreed with the Minister for Labour upon the draft outlines of Bills to establish minimum wages and a maximum 48-hour week.

The Committee will proceed to establish a National Industrial Council, as recommended by the Conference. The Council will consist of 400 members representing employers' organisations and Trade Unions.

The greatest satisfaction is expressed in industrial circles at the agreement. It is felt that it will inevitably lead to the formation of a recognised centre for the settlement of all trade disputes, and it is hoped that when the Bills are sanctioned by Parliament the Council will be already in existence, and ready to undertake the administration of the reforms embodied in the Bills.

THE "VICTORY LOAN."

BIG SUBSCRIPTIONS ALREADY REGISTERED.

LONDON, June 18th.

The Eastern and Associated Cable Companies have subscribed £1,200,000 to the "Victory Loan" and the Anglo-Egyptian Bank has subscribed £500,000.

FRENCH LABOUR TROUBLES

MINING STRIKE PRACTICALLY SETTLED.

PARIS, June 18th.

Le Matin states that, after the conference with the miners' delegates, the Minister for Reconstruction declared that the strike had been practically settled.

RIOTS AT ZURICH.

NUMEROUS CASUALTIES.

ZURICH, June 14th.

A demonstration in memory of Rosa Luxemburg has ended in riots, the demonstrators, in spite of firing by the warders, forcing the prison doors and liberating an imprisoned Trade Union Secretary. One man was killed, and 18 were injured.

LORD NORTHCLIFFE.

PROGRESSING SATISFACTORILY AFTER AN OPERATION.

LONDON, June 18th.

Lord Northcliffe has been operated in the neck. His condition is satisfactory.

PRESIDENT WILSON.

A VISIT TO BELGIUM.

DUNKIRK, June 18th.

President Wilson has arrived here. He was received by Their Belgian Majesties with whom he proceeded to the Belgian front.

DEPARTURE FOR BRUSSELS.

PARIS, June 17th.

President Wilson has departed for Brussels.

THE SUEZ CANAL STRIKE.

TROUBLE AT AN END.

PORT SAID, June 10th.

The Suez Canal strike has ended.

POLAND.

RECURRENCE OF ANTI-JEWISH POGROMS.

COPENHAGEN, June 18th.

Anti-Jewish pogroms have occurred at Chelm and Sawierje in Poland, in which 38 were killed and wounded. Jewish shops have been pillaged.

CRICKET AT HOME.

A DRAWN MATCH.

LONDON, June 18th.

The match between Nottinghamshire and Middlesex was drawn.

NO TEST MATCHES THIS YEAR.

LONDON, June 17th.

The Marylebone C.C. has decided not to send a cricket team to Australia in 1919.

RACING AT HOME.

RESULT OF THE ROYAL HUNT CUP.

LONDON, June 18th.

The result of the race for the Royal Hunt Cup is as follows:—

IRISH ELEGANCE	1
ARION	2
DANSELLON	3

Twenty-six horses ran. Won by 1½ lengths, four lengths dividing second from third.

The betting was as follows:—Irish Elegance, 7 to 1; Arion, 100 to 8; and Dansellon, 20 to 1.

EARLIER CABLES.

FIGHTING IN NORTHERN INDIA.

AMIR'S REPLY TO THE VICEROY.

SIMLA, June 21st.

The Amir's reply to the Viceroy's letter of June 3rd, which reached Simla on June 18th, was couched in terms of studied friendliness.

It states that the Amir is impressed with the peace-loving inclination of the British nation whose high functionaries made peace a principle of diplomacy in other parts of the world. He alludes to Afghanistan's passion for independence, also the newly awakened world spirit of freedom.

While characterising the British terms for an armistice as lenient, he points out certain practical difficulties in their literal fulfilment, and maintains that the withdrawal of Afghan forces for a distance of 20 miles from the British forces involves rooting up of thousands of villagers and tribesmen, as the Afghan forces consist of a levy *en masse*.

He pleads that it is impossible to guarantee the immunity of reconnoitring aeroplanes, whose presence in Afghanistan is regarded with bitterness.

The Amir accepts the Viceroy's suggestion that Rawalpindi be the meeting place of the peace delegates, in order to secure the pleasure and safeguard the dignity and honour of the British Government.

He announces the nomination of nine delegates, headed by Sardar Ali Khan, the Home Minister.

In conclusion, the Amir expresses the earnest hope of a bright future for both parties and the establishment of friendly relations between the two Governments.

THE VICEROY'S REJOINDER.

Replying to the Amir's letter, to-day, the Viceroy, while recognising some difficulties in the literal fulfilment of the armistice terms, emphasises that modification of the Armistice terms is impossible.

He states that the precise meaning of the first term has been misunderstood. All that is demanded is the removal of Afghan regulars to a distance of 20 miles from our forces, which has been already done except in the vicinity of Chaman, whence the Afghan forces must be withdrawn for the prescribed distance, also in the vicinity of Peiwar Kotal, where the presence of the enemy is still reported.

The Viceroy says that so long as a single Afghan regular remains on our side of the frontier, peace negotiations are impossible, and the only alternative is the resumption of hostilities.

The Amir must prohibit tribal gatherings in the vicinity of our forces, which the British Generals have been ordered to forcibly disperse.

The Viceroy is confident that the Amir's stringent orders will ensure the immunity of reconnoitring aeroplanes, which will retaliate if molested.

His Excellency emphasises the absolute necessity that the Amir warn frontier tribes to cease all hostilities, if they have not already done so, as peace negotiations are impossible if tribes are left in a state of doubt and excitement.

Understanding that the Amir is prepared to accept the armistice terms fully, in a spirit of friendliness, the Viceroy will be glad to issue orders for the reception of the Afghan delegates at Rawalpindi, and has announced the appointment of Mr. Hamilton Grant, the Foreign Secretary, as chief of the British delegation.

He endorses the Amir's hope of a bright future and the re-establishment of friendly relations between the two Governments.

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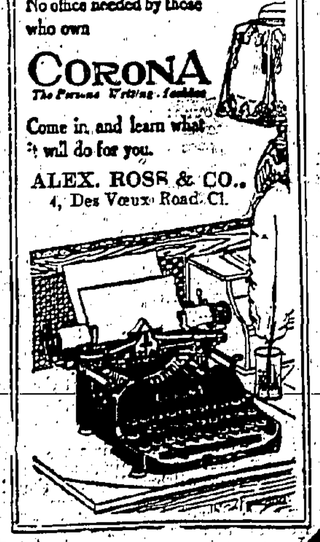
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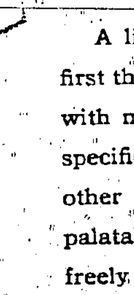
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BRITISH PRESTIGE IN CHINA.

THE BANKS AND EXCHANGE.

WHERE THE GERMANS FAILED

[BY PROFESSOR C. A. MIDDLETON SMITH.]

HONGKONG.

There recently appeared in a New York financial journal the following statement made by Mr. Orin de Motte Walker, late manager of the International Banking Corporation in Peking. He wrote:—"It is strange, but true, that none of the foreign banks in China has ever seriously undertaken to cultivate the Chinese or their business." He proceeded to deplore the fact that very few American bankers speak Chinese, and he was quite definite in his opinion that the "two most essential elements in developing business in China" are to get into personal touch "with Chinese customs, and secure their confidence and co-operation." It may be true that the foreign banks do not cultivate the Chinese, although it is not the opinion of some British residents in China, but still it may or may not be true. What is true is the statement that the Chinese have faith in some of the foreign banks.

As an Englishman in China, two facts give me great pleasure whenever I am reminded of them. One is that the premier bank in the Far East is a British institution. The other is that the largest insurance company in the world—if it is not actually the largest, as is often said locally, it is certainly one of the largest in the world—is directed and governed by a board consisting of British residents of this Colony. On some other occasion it may be possible to write down something about insurance work in China. Just now the matter of banking is very much in my mind. For during the last few days the chairman of the premier bank in the Far East has made a very able speech in this Colony on the subject, and it has been my privilege to discuss it with some of the leading local merchants.

This British bank is the premier bank of all the banks in this part of the world. It is a unique and remarkable institution. It decides daily the most important thing in the commerce of the Far East. It quotes the rate of exchange, and it is not too much to say that all other banks follow its lead.

The picture which springs to my mind as I pass the head office of "The Bank" in Hongkong is that of the room wherein is seated the chief manager. His real concern is the rate of exchange. How many dollars will he sell for, or buy with, £100 in London, or a thousand yen in Tokyo, or 10,000 gold dollars in New York, or the pesos in Manila, or the guilders in Batavia? The answers to those questions are *the* important thing in the trade of the Far East. This exchange business reminds me of steam—the chief manager of "The Bank" is the man with his hand on the throttle valve; he regulates exchange as the driver of a steam engine opens or closes the valve admitting steam to the engine. The huge machinery of commerce in South China goes on with its varying speed—it must not slow up altogether, and it must not suddenly increase its rapidity of motion, or the cranks and the levers would be so strained that a crash would be inevitable.

CHINESE LOVE OF SPECULATION.

The Chinese must acknowledge the soft impeachment that they love to gamble, and the speculators and the gamblers would soon wreck the whole of the beautifully balanced mechanism if the man at the stop-valve lost his nerve. I have stood within the entrance of "the Bank" on a day when Empires were crushing in the West and no man knew what would happen to exchange. A Hongkong dollar had recently been worth 3s. 7½d., but it had only been worth about half of that amount soon after the declaration of war. There was a crowd of Chinese customers waiting—within the entrance of "the Bank," and they were not thinking about the crashing Empires, the liberated peoples, or President Wilson and the League of Nations. They were thinking of something that might mean ruin or riches to them: the price of the dollar. "The Bank" was, just for a moment, taking breath. Someone, it was rumoured, had been buying gold in big quantities. "He won't sell," said the lying jade, rumour; and every one knew that "he" was the chief manager, just on the other side of the building, who had his hand on the throttle. Would he shut down the huge machine because he feared a sudden rise in the steam pressure? Was the flywheel big enough to provide the necessary momentum to keep the engine moving if he did almost shut down?

The crowd of Oriental faces were not concerned with the Kaiser, Mr. Lloyd George, or Marshal Foch; it was that chief manager's well-known features that made a picture in their mind. And "the Bank" behaved, as a machine, well. There were, of course, jerks, but in a short time the engine was running again at its normal speed, and the cranks and the levers were unstrained. Thus it came about that in February, 1919—actually "yesterday" as these words are written—the annual general meeting of "the Bank" was held; the chief manager merely read the notice convening the meeting; he never appears much in public, and is not a director, but he holds a unique power in this trading centre, the hub of British commercial interests in the Far East. He never makes public speeches. It was the chairman who congratulated the shareholders and explained the situation, speaking thankfully of the splendid year which "the Bank" had completed.

There is a local story that when the German Consul in Hongkong departed at the outbreak of the war, he invited some of the neutrals to stay with him, in the near future, at Government House, but there was another building that the Germans coveted more—it was "The Bank." For there is only one place in the Far East where the British have a "Government House," and that is in the British Colony of Hongkong. But in all of the treaty ports, in the south ir Singapore and the Straits Settlements, and now in the northernmost part of Asia, in Vladivostock, there is "the Bank," and it is the pivot of the import and export trade in China.

GERMAN BANKS.

The big German houses began their business by establishing themselves at Hongkong and Shanghai. But the so-called German merchants of this Colony were really often financed direct from Germany, and the local German bank was planted in Hongkong, as was the meretricious German Club, to impress the Chinese and others in the Far East. But the German banks, for all their fostering by the State, were not the banks in China.

Of course, there are several other banks, British, French, Japanese, etc., in the Far East. But in this matter of exchange they are dragged into synchronism by the premier institution in Hongkong. This is no attempt to depreciate their power or their enterprise. The other banks are undoubtedly most important factors in the business of the Far East. But the manager of each of them has only one eye on his own concern, and with the other he watches the movements of "The Bank." The great axiom of that very stable institution is this: "We will prevent, as far as lies in our power, violent fluctuations in exchange." For, of course, the variations of trade and the price of silver must ultimately affect the matter, and "the Bank" does not control, but adjusts itself to these conditions.

It would be difficult to give details of how the British banks have assisted trade in China. But it is noticeable that, in working up their enthusiasm for trade in the Far East, our American friends are doing all they can to establish banking facilities. Said Mr. Walker, quoted above, when he outlined the work of the American bank that he longs for, it must be "prepared to finance American trade." Further, it must "give American business fair credit reports and not discriminate against it." And he hopes that it will be one which will compete with the other banks, and make loans upon the same terms and collateral. Nor did Mr. Walker hesitate to say that it must be "American in spirit and above all American in *personnel* and policy." There is plenty of room for friendly trade rivalry in the Far East; but it will take a lot of work to gather up the reputation of old-established institutions, especially in China.

EXPERIENCE, SHIPS AND CHARACTER.

Why have the British banks in China succeeded? It is of interest to mention some of the causes.

First of all the British had had their unique experience in India. In this matter of banking the only nations that count just at present in the Far East are the British, the French, the Americans, and the Japanese. The Germans have been excluded from China—the last bad turn they did us was to occupy berths on steamers which were to carry some of us "home." But they did not want to go, although they should have gone when China declared war. However, they are no longer "in the sun" in China. The Russians do not count. The Belgians may reappear, but they have suffered so terribly in their own country that they may be too occupied to think much about China, although if they come they will be welcomed by their Allies. But none of these other nations have had the experience of the East that has fallen to the lot of the British. They have had India and China as training-grounds. The Parsees who have settled in Hongkong and Shanghai are British subjects, and they understand very much indeed the way of Asia. The shuttles of commerce fly to and fro between India and China, and they carry threads in the shape of drafts, bills, and other documents of the banker. The men who had to do with the beginnings of the premier bank in China, who nursed it through its infancy, had learnt something about the business in India. The directors of to-day live in Hongkong and have had many years of experience in the commerce of China.

The second factor is shipping. "Four out of five belong to Us," wrote Kipling in Hongkong some 25 years ago, as he looked out from a veranda upon the ships which crowded one of the most beautiful harbours of the world. It is said that "trade follows the flag"; but trade goes *with* the flag of the British mercantile marine. We had the carrying trade of the Far East more or less in our hands for 50 years until 1914.

Then there is the third reason, and it is the national character, which comes out in the struggle for trade as in war. Nobody has summed that up in better words than the greatest philosopher and prophet of the United States. It is 70 years ago since Emerson analyzed our own national character, and he saw our faults as well as our strength. But this quotation explains something. "What are the elements of that power, which the English hold over other nations? If there be one test of national genius universally accepted it is success; and if there be one successful country in the universe for the last millennium, that country is England." And then he answers it in a line—"The shopkeeping nation, to use a shop word, has a *good stand*." That is just the secret of our success in China. We have a good stand. With our base on the transformed island of Hongkong, we have spread away along the coast and up the rivers. But there is an atmosphere of commercial security in Hongkong that is found nowhere else in China. The directors of some of the largest trading concerns in the Far East live in Hongkong, and with their long experience of the Chinese and the peculiar trade conditions of this part of the world they keep in motion most of the machinery of British commerce in China.—*Times Trade Supplement.*

G. R.

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TO-MORROW (THURSDAY),
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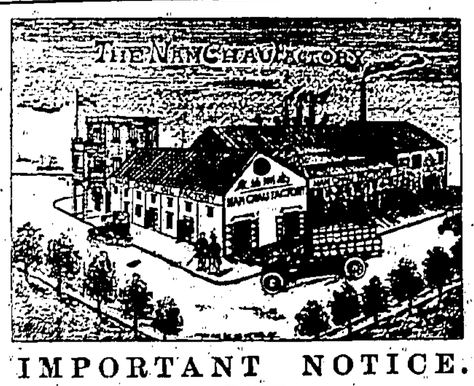
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"VERY GOOD, EDDIE!"
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The Brilliant Revue Productions
"LET'S GO!" "OH BABY" and "THE FOLLIES"
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DEALERS IN
ALL kinds of IVORY, SANDAL-WOOD MOTHER-OF-PEARL AND SILVER WARES, WHOLESALE AND RETAIL.
37, QUEEN'S ROAD, CENTRAL, HONGKONG.
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SEBASTOPOL AND RED TERROR.

SCENES OF CARNAGE THAT MAY BE REPEATED

E. Courtier-Forster, British Chaplain at Odessa and Ports of the Black Sea, writes in the *Daily Chronicle*:—

With the defection of the Black Sea Fleet to Bolshevism, Sebastopol became the scene of unheard of enormities and outrages. As an introduction to the coming reign of terror, the Bolsheviks insultingly demanded the brave and brilliant Admiral Koltchak to surrender his sword to the mutinous seamen on board his flagship.

The admiral, now one of the chief leaders of the Russian people against the Bolsheviks, and the hero of many fights in the Russo-Japanese war, faced his Bolshevik crew on the quarter deck, and refused to surrender his sword, declaring that when he had been captured by the Japanese his country's enemies had never made such a demand, and that he would die rather than play the part of traitor to his country.

He then stepped to the side of the ship, drew his sword, and hurled it into the waters of Sebastopol harbour. It was with intense relief that we heard he had succeeded in leaving the town with the Allied mission.

BRUTAL MASSACRES.

These events were soon followed by the onrushing wave of blood and horror which engulfs every place overwhelmed by the hideous Bolshevik tyranny.

More than 400 officers were seized, and, in many instances followed by their wives and children, marched to the summit of the Malakoff Heights, the scene of the historic stand of the Russian army against the British in the Crimean War. Here, on the place of immortal memories of perished greatness, the Bolsheviks did their captives to death, afterwards filling carts with the bodies and throwing them into the sea, in order to deprive their families even of the consolation of having a grave to visit and tend.

This was the beginning of a series of massacres and fiendish cruelties which made Sebastopol a hell on earth. Any bourgeoisie were forbidden to leave the town; escape was almost impossible. Officer hunts were regularly instituted through whole streets, in which every house was ransacked from roof to cellar. One's friends were done to death, and disappeared never to be heard of again. Hidingplaces were discovered, disguises torn off, men hunted from roof to roof.

Some elderly officers of the highest rank and most prominent positions who had served their country for many years were saved alive. These were given the caps and badges of street messengers and compelled to stand at the corners of the thoroughfares, to run errands and messages at the orders of the passing soldiers and sailors, who would frequently spit in their faces and strike them for not hurrying sufficiently on some insulting commission. A few of the highest naval officers were kept to clean the lavatories for the sailors.

FAMILY DONE TO DEATH.

A lady who managed to escape after the third general massacre and the murder of nearly all her relations, told me, among many other things, of the terrible fate of her next door neighbours, a young naval lieutenant and his wife and two little children, aged six and seven respectively.

From behind her window-curtains she watched the Red Guard approach down the street and demand admittance to the house. Ressistance was impossible, escape cut off. The party entered, and in awful suspense she awaited events.

In a few minutes the men reappeared, with their victim, the young officer, in their midst. He was dragged into the road and there shot down. A moment later there was a sound of hurrying footsteps and a woman's despairing cry of heart-broken agony; the young wife rushed from the house, and throwing herself on her knees in the road clasped her murdered husband's body in her arms.

The Red Guard attempted to drag her away, but, half mad with terror and grief, she only clung the closer. To end the scene the Bolsheviks ran her through with their bayonets and she fell lifeless on the stones by her husband's side.

EVEN THE LITTLE CHILDREN.

To complete the tragedy the two little children suddenly appeared on the scene, sobbing and crying, calling on their father and mother, and endeavouring to wake them from the sleep of death by tugging at their dead hands.

The Bolsheviks pulled them away and ordered them home, but the terrified little ones only screamed the louder and held tightly to their parents' clothes. The Red Guard, irritated by these unexpected developments, beat the two children to death with the butt-ends of their rifles.

Two days later the lady who witnessed these and many other atrocities, and who lost most of her friends and relations under circumstances of similar outrage and horror, contrived to make her escape from this city of hell, and reached Odessa in safety.

1,662 MISSING BRITISH PRISONERS.

STRICT ACCOUNT DEMANDED FROM GERMANY.

Mr. Churchill states in Parliamentary Papers that all inquiries which have been made into alleged cases of prisoners of war being bidden in salt mines in Germany have so far proved that such statements are unfounded. If definite information is forthcoming he will be glad to have such cases carefully investigated.

A list of the names of all British prisoners of war not accounted for has been sent to our military representatives at Spa and at Berlin for communication to the German authorities, with a demand that an account shall be given of every man mentioned. The list originally sent out in February contained approximately 2,000 names, and this had been reduced to 1,662 names on April 23rd.

"THE MIDNIGHT STAGE"
IS THE PICTURE WHICH YOU SHOULD SEE
AT THE VICTORIA
ON
THURSDAY NIGHT.

IT IS AN ADAPTATION ON THE SCREEN OF "THE LYONS MAIL," ONE OF THE DRAMAS WHICH FIRMLY ESTABLISHED AND BUILT THE REPUTATION OF THAT ENGLISH ACTOR SIR HENRY IRVING.

COMPETENT CRITICS DECLARE THAT THE STORY, WITH ITS VIEWS AND ENVIRONMENTS, FAR SURPASSES THE FRENCH ORIGINAL.

IN "THE MIDNIGHT STAGE" THERE ARE SOME VERY BEAUTIFUL AND IMPRESSIVE LOCATIONS, AND THE SPECTATOR FEELS THE CHARM AND POETRY OF THE GREAT OUTDOORS.

IT IS AN UNSUAL PICTURE IN MANY WAYS.

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Its Goodness is alone responsible for the unusual demand that has existed right from the beginning.

Nothing has ever disturbed the demand for this Car. No outside conditions, no conditions inside the industry seem to slow it up a particle. The people want the Car more intensely at this moment than ever they wanted it before.

The Car has reached the stage when its sales are almost automatically increased. By this we mean that one sale is almost certain to result in one or two other sales.

There is a very pronounced and definite public opinion now in this country concerning the Dodge Bros. Car.

People seem to know that Dodge Brothers' idea, from the very first, was that if they built the Car right, nothing else mattered. It is the quality revealed in its performance which makes the price impressive. People are attracted by something more than price; it is the internal and external excellence which characterises the Car.

The high price it demands when sold second-hand increases the respect in which the Car is held.

It would be hard to find a truer test of enduring worth. People are not eager for used Cars unless they know that such Cars have before them a long life of satisfactory service.

And so the Dodge Brothers Car is bought, not upon price, but upon the quality and value that it embodies.

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During the War food supplies were greatly restricted in the United Kingdom owing to the submarine blockade, and Bovril was so indispensable to the soldiers, wounded, and the people that it had to be retained in the British Isles, where it is made, or sent to the fighting fronts.

Fresh supplies of Bovril have now arrived and there is no longer any need to make shift with substitutes which lack its unique vitki and energising properties.

Bovril is the food whose body-building powers have been proved by independent scientific experiments to be from 10 to 20 times the amount taken.

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For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

SHIPPING NEWS

ARRIVALS.

June 23rd.

Chuigya, Chinese str., 358 tons, Capt. Weatherhead, from Haiphong, with a general cargo.—Hing Lee.

Dunera, British str., 5,414 tons, Capt. Fysh, from Bombay, which port she left on June 7th, with a general cargo.—Mackinnon Mackenzie & Co.

Shunshing, Chinese str., 297 tons, Capt. Place, from Kwong Chow Wan and Macao, with a general cargo.—Po On.

June 24th.

Alvorne, Chinese str., 308 tons, Capt. Leung Hing, from Hoihow, with a general cargo.—Chiat On.

Chojun Maru, Japanese str., 1,308 tons, Capt. Shimidzu, from Saigon, with a cargo of rice.—M.B.K.

Gennei Maru, Japanese str., 1,941 tons, Kozuso, from Java, with a cargo of sugar.—M.B.K.

Hwai Sin, Chinese str., 992 tons, Capt. Ishii, from Bombay and Singapore, which latter port she left on June 16th, a general cargo.—Mackinnon, Mackenzie & Co.

J. F. Moffatt, American str., 4,102 tons, Capt. Sarley, from Shanghai, which port she left on June 20th.—Standard Oil Co.

Katsura Maru, Japanese str., 1,021 tons, Capt. Yamamoto, from Zamboanga, which port she left on June 13th, with a cargo of sugar.—Carroll Bros.

Prosper, British transport, 1,376 tons, Capt. Longland, from Basra, *viâ* Colombo and Singapore, which first named port she left on May 28th, with a cargo of cotton twist, and 356 members of the Chinese Labour Corps.—Mackinnon Mackenzie & Co.

Priam, British str., 2,905 tons, Capt. Ogden, from Singapore, which port she left on June 18th, with a general cargo.—B. & S.

Prometheus, Norwegian str., 1,102 tons, Capt. Moller, from Saigon, which port she left on June 19th, with a cargo of rice.—Thorsen & Co.

Singaporean, British str., 850 tons, Capt. Richards, from Wuhu, which port she left on June 18th, with a cargo of rice.—Carmichael & Clarke.

Sunging, British str., 1,570 tons, Capt. Benson, from Shanghai, which port she left on June 20th, with a general cargo.—B. & S.

Tofuku Maru, Japanese str., 419 tons, Capt. Kitano, from Tamsui, which port she left on June 22nd.—Chaun Wo.

Tango Maru, Japanese str., 6,880 tons, Capt. Nishimwa, from Japan, with a general cargo.—N.Y.K.

Wai Shing, British str., 1,160 tons, Capt. Matthews, from Bangkok and Haihow, with a general cargo.

PASSENGERS.

ARRIVALS.

Per s.s. *Tango Maru*, on June 21th:—Mr. and Mrs. H. J. Gedge, Mr. and Mrs. J. Katoh, Mrs. T. Okamoto, Mr. and Mrs. R. W. Laidlay, Major and Mrs. G. V. Lansell, Miss E. Ireland, Mr. A. H. Townsend, Mr. and Mrs. M. Sawaura, Miss J. B. Mackenzie, Mr. and Mrs. H. Yamamoto, Mrs. S. Okagaki, Capt. K. Yaghu.

Per s.s. *Dunera*, on June 23rd:—Mr. and Mrs. Bhesania, Lieut. Struthers, Mrs. Tarby, Rev. and Mrs. Huebner, Mr. V. Roosa, Mrs. Bell, Mrs. A. M. Hamilton, Mr. and Mrs. David, Mrs. Gallagher, Mr. J. S. Lord, Mr. M. Craig, Mr. Q. A. Namel, Miss Adams, Mr. and Mrs. Carpenter, Mr. Bishop, Miss Olsen, Dr. Quaife, Miss Bhesania, Mr. and Mrs. Setna, Lieut. Norman, Major Lyall, Mrs. Talford, Mr. Chevalbie, Miss Reek, Miss Robin, Mr. P. S. Master, Mr. and Mrs. Dastur, Mr. and Mrs. Wilkinson, Mr. S. S. David, Mr. R. Metha, Mr. Cochrane, Mr. Naugle, Miss Loggin, Mr. A. O. Thompson, Lieut.-Col. Bennett, Mrs. Jarmar, Lieut. Snook, Mr. J. H. Metha, Major Bowes, Dr. B. de Souza, Rev. Mr. Munson, Mr. Wessells, Mr. Plagmar, Mr. Pilcher, Mr. and Mrs. Taga, Lieut. Morgan, Miss Hayward, Mr. Lawerence and Mr. Menderhall.

WEATHER REPORT.

June 24th, at 12.15.—No returns from Japan and Vladivostock. Pressure changes are slight at all reporting stations; the depression remains over Tongking.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.05 inch. Total since January 1st, 24.94 inches, against an average of 35.73 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	S.W. winds, moderate; cloudy generally, occasional rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 24th

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.87	29.67	29.66
Temperature	89	83	88
Humidity	67	80	71
Wind Direction	South	SSW	South
,, Force	3	3	2
Weather	c	c	cp
Rain	0.09		—

Highest open-air Temperature on 23rd 89
Lowest open-air Temperature on 24th...83

HONGKONG TIDE TABLE

From 25th June to 1st July, 1919.

Days of Week	Days of Month	High Water. H'kong Standard Time.	High Water. Height.	Low Water. H'kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	25	m 6 44	6 9	m 0 5	2 8
		8 24 a	4 1	2 7 a	0 9
Thur.	26	m 7 29	7 3	m 0 51	2 9
		9 27 a	4 1	2 54 a	0 4
Fri.	27	m 8 13	7 7	m 1 38	2 2
		13 23 a	4 1	3 38 a	0 1
Satur	28	m 8 57	7 8	m 2 20	2 2
		11 13 a	4 2	4 17 a	0 0
Su	29	m 9 42	7 7	m 3 5	2 8
		11 53 a	4 2	4 57 a	0 1
Mon.	30	m 10 28	7 5	m 3 48	2 8
	July			5 38 a	0 4
Tues.	1	m 0 44	4 2	m 4 33	2 9
		m 11 17 a	7 0	6 19 a	0 6

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 For Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2s. 9d. LA CLERE MED. CO., HAVERSTOCK RD., N.W. 5, London. NEW TRADE-MARKED WORLD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS 151.

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TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	21st Aug.	23rd Sept.	2nd Oct.
"MALTA"	4th Sept.	7th Oct.	16th Oct

FOR

BOMBAY VIA STRAITS & COLOMBO.

"DUNERA"	7th July	Due Bombay about 25th July

FOR

CALCUTTA VIA STRAITS & RANGOON.

"JAPAN"	19th July	Due Calcutta 13th Aug.

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S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	Steamers	To Sail
SHANGHAI via SWATOW	"WINGSANG"	Thurs., 26th June, D'light.
SHANGHAI via NINGPO	"CHOYSANG"	Thurs., 26th June, D'light.
STRAITS & CALCUTTA	"NAMSANG"	Thurs., 26th June, Noon.
MANILA	"LOONGSANG"	Fri., 27th June, 3 p.m.
KOBE	"FOOSHING"	Fri., 27th June, 4 P.M.
TIENTSIN	"CHIPSHING"	Wed., 2nd July, D'light.
MANILA	"YUENSANG"	Fri., 4th July, 3 p.m.
STRAITS & CALCUTTA	"KWAISANG"	Sat., 5th July, 3 P.M.

CALCUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON & CO., LTD.,
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THE ROYAL MAIL STEAM PACKET CO

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TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

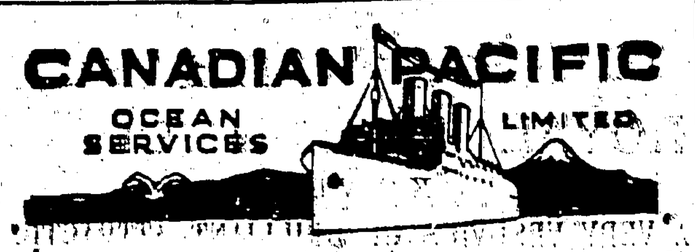
Cook's "FAR EASTERN TRAVELLERS' GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON
Telephone No. 124. Hongkong Hotel Buildings, corner of Pedder Street and Des Vœux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



THE CANADIAN PACIFIC RAILWAY COMPANY announce the augmentation of the present double daily train service by a third Trans-Continental train——

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars. Dining car and Baggage cars.

P. D. SUTHERLAND,
General Agent, Passenger Department.

Hongkong, June 7th, 1919.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"
will be despatched on or about JULY 5th.
for SEATTLE, TACOMA & PORTLAND.

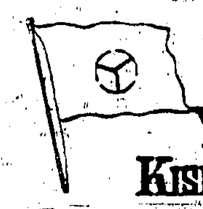
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN KNIGHT" About August 1st.
"WEST HEMATITE" ,, August 10th.

For SEATTLE, TACOMA & PORTLAND.
"WEST CELINA" About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1	REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.
NANYO MARU No. 2	
NANYO MARU No. 3	
SODEGAURA MARU	
KYODO MARU No. 13	
TAMON MARU No. 1	
ASOSAN MARU	
CHEIAN MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,
AGENT,
TOP FLOOR, KING'S BUILDING.

TEL. 140 and 155. 112



KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHJI KYOKU TRADING Co.,
M. HASHIMOTO.
General Agents.

Telephone No. 2103. [97

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave On or about	For
TJIMANOEK	JAPAN	27th June	28th June	JAVA
TJIBODAS ...	JAVA	9th July	—	—
TJIPANAS ...	JAPAN	10th July	12th July	JAVA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 1st Floor. Telephone No. 1574. 9

JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

S.S. "BINTANG"

will be despatched as above on or about

JULY 20th, 1919.

For freight apply to:—

JAVA-CHINA-JAPAN LYN,
Agents.

[364

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
General Agents.

or to REISS & Co., Canton.

42

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 26th June, 4 P.M.
WEIHAIWEI, CHEFOO, & TIENTSIN	"HUICHOW"	On 27th June, Noon.
SHANGHAI and TSINGTAO	"CHENAN"	On 29th June, D'light.
SWATOW and SINGAPORE	"CHENGTU"	On 1st July, 11 A.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 1st July, 11 A.M.
SHANGHAI	"SINKIANG"	On 1st July, Noon.
NEWCHWANG	"KANSU"	On 3rd July, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

TELEPHONE 38

4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	Capt. A. H. Stewart	FRIDAY,	27th June, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY,	1st July, at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	4th July, at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S.	"ECUADOR"	July 16th, 1919.
S.S.	"COLOMBIA"	Aug. 13th, 1919.
S.S.	"VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings Chater Road. 46

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	21st Aug.	23rd Sept.	2nd Oct.
MALTA	4th Sept.	7th Oct.	15th Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th July	25th July

FOR

CALCUTTA VIA STRAITS & RANGOON.

JAPAN	19th July	13th Aug.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vœux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KATORI MARU (calling Manila) Sunday, 13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU Friday, 4th July, at Noon.
MISHIMA MARU Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 25th June, at 11 a.m.
NIKKO MARU Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU Tuesday, 15th July.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU Beginning of July.
TENSHIN MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU Saturday, 28th June.
CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHIMBU MARU Saturday, 28th June.
INABA MARU Friday, 11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc).

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 22 & 23 H. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	... June 25th.
NIPPON MARU	11,000	... July 7th.
* TENYO MARU	22,000	... July 20th.
* SIBERIA MARU	20,000	... July 29th.
SHINYO MARU	22,000	... Aug. 13th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	... July, 14th
ANYO MARU	18,500	... Sept. 10th.
SMIYO MARU	14,000	... Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

TELEPHONE 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" ...22,000	... On or about 24th July.
	"PAUL LECAT" ...22,000	... On or about 18th Aug.
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"NERA" 10,000	... On or about 19th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
* "ANDES MARU" Thursday, 26th June
"AMAZON MARU" End of July.
* Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.
"SAIGON MARU" Thursday, 10th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" Sunday, 15th July

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"SAIGON MARU" Thursday, 10th July.

SAIGON BANGKOK, SINGAPORE,—Regular Monthly service.
"SHISEN MARU" Saturday, 12th July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"KOBSO MARU" Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"MEXICO MARU" Saturday, 28th June.
"CHICAGO MARU" Tuesday, 8th July.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" Saturday, 28th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" Thursday, 3rd July, at 9 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" Sunday, 29th June, at 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

38

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"	"CHINA"
(15,000 tons, American Registry).	(10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	"CHINA"
Aug. 19th, 1919.	July 2nd, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Ice House Street. Tel. 1943.

Prince's Buildings

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due.
Canada, U.S.A. and Shanghai	*China*	25th June.
Straits	*Devonshire* ...	25th June.
Straits	*Japan*	25th June.
Straits...	*Nelens*	26th June.
Straits	*Teiresias*	29th June.

OUTWARD MAILS.

For	Per	Date
Philippine Islands, Australia, and New Zealand via Thursday Island ...	*Tango Maru* ...	Wednesday, 25th, Registration ... 8.45 A M, Letters ... 9.30 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa and India via Dhanushkodi	*Shinfoo*	Wednesday, 25th, 10.00 A M
*Shanghai, North China, *Japan via Nagasaki, Honolulu, *Canada, *United States, *Central and South America, and *Europe via San Francisco	*Korea Maru*	Wednesday, 25th, Registration ... 9.15 A M, Letters ... 10.00 A M
Shanghai, N. China Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADA	*Empress of Japan*	Wednesday, 25th, Registration ... 9.45 A M, Letters ... 10.30 A M
Swatow, *Shanghai and *North China	*Wingsang* ...	Wednesday, 25th, Noon
Fort Bayard	*Shun Shing* ...	Wednesday, 25th, 1.00 P M
Formosa via Takao	*Shisen Maru* ...	Wednesday, 25th, 3.00 P M
Ningpo	*Chenyang* ...	Wednesday, 25th, 5.00 P M
Haiphong	*Chong Yu* ...	Wednesday, 25th, 5.00 P M
Pakhoi	*Alicorne*	Wednesday, 25th, 5.00 P M
Straits, *Bangkok and Calcutta	*Namsang* ...	Thursday, 26th, 11.00 A M
Shanghai and North China	*Sunning*	Thursday, 26th, 3.00 P M
Weihaiwei, Chefoo and Tientsin	*Huichow* ...	Friday, 27th, 11.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 27th, 1.00 P M
Philippine Islands	*Loongsang* ...	Friday, 27th, 2.00 P M
Bangkok	*Tsitaroem* ...	Friday, 27th, 3.00 P M
Shanghai and North China	*Chenan*	Saturday, 28th, 5.00 P M
	—: JULY :—	
*Shanghai and North China	*Sinklang* ...	Tuesday, 1st, 11.00 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Tuesday, 1st, Noon
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ ... The Parcel Mail will be closed on Monday, 30th June, at 5 p.m.	*Idomeneus*	Tuesday, 1st, Noon
Swatow, Amoy and Foochow	*Quinnebaug* ...	Friday, 4th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ ...	*Tamba Maru* ...	Friday, 4th, Registration ... 9.45 A M, Letters ... 10.30 A M

* Correspondence bearing vessel's name, only.

COMMERCIAL.

OPENING QUOTATIONS.

	June 24th.
On London.—	
Telegraphic Transfer	3/6
Bank Bills, on demand	3/6 1/8
Bank Bills, at 30 days' sight	3/6 1/8
Bank Bills, at 4 months' sight	3/6 1/8
Credits, at 4 months' sight	3/7
Documentary Bills, 4 months' sight	3/7
On Paris.—	
Bank Bills, on demand	525
Credits, at 4 months' sight	543
On New York.	
Bank Bills, on demand	80 3/8
Credits, at 60 days' sight	82 3/8
On Bombay —	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand	159
On Manila.—On demand—Peso	168 1/2
On Singapore.—On demand	149
On Batavia.—On demand	202
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	44
Sovereigns, Bank's Buying Rate	$ 5.55 n.
Gold Leaf, 100 fine, per tael	$37.40
Bar Silver, per oz.	—

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	...$0.00 Premium.
Hongkong...10 "	... 0.09 Discount.
Canton 20 "	... 4.40 "
Canton 10 "	0.00 "

FORTHCOMING EVENTS

TO-DAY.

5 p.m.—Bostock's Royal Italian Circus Matinee at Kowloon.

TO-NIGHT.

9.15 p.m.—Bostock's Royal Italian Circus at Kowloon.

9.15 p.m.—Coronet Theatre.

PEACE CELEBRATION.

Buy your

FLAGS

from

GRACA & CO.,

No. 10, WYNDHAM STREET,

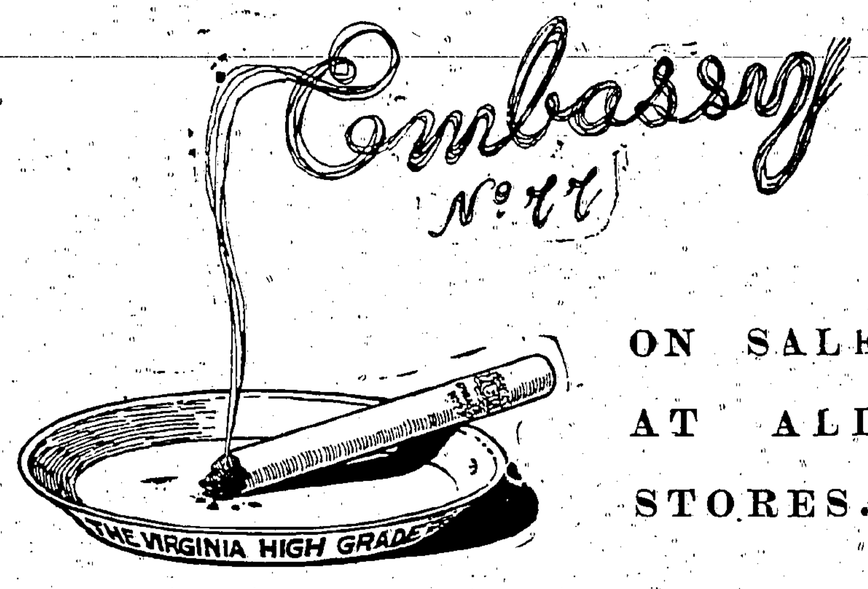
HONGKONG.

P.O. Box 620. [73

THE CIGARETTE DE LUXE



They are made by scientific process from selected and perfectly matured Virginian Tobacco of the Highest Grade only.



ON SALE AT ALL STORES.

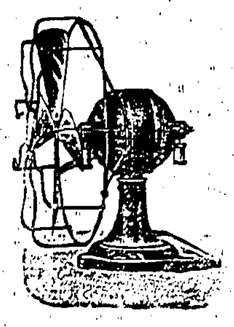
This advertisement is issued by British-American Tobacco Co., (China), Ltd.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.

Visit our Electrical Show Room at 14, Des Vœux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "BRASCOLITE" FITTING.



Prepare for the warm weather and send your fan in to be oiled and cleaned A new stock of the latest models due to arrive shortly.

WILLIAM C. JACK & CO., LTD.

3-2

Graving Dock and Slipways. Shipbuilders and Engineers.

SHIPS

ENGINES

TAIKOO DOCK

HONGKONG.

BOILERS

MOTORS.

Repairs Salvage

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd. Butterfield & Swire: Agents

Telephone 212. Cable—"TAIKOODOCK." [81

THE BANK OF TAIWAN, LIMITED, (Taiwan-Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid-up)...	" 27,500,000
Reserve Funds	" 6,580,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

Capital and Counties Bank London and South-Western Bank, Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA, Manager.

Hongkong Branch, 3, Des Vœux Road.

Hongkong April 1st, 1919. [62

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

Hongkong November 2nd 191 10

WAI KEE.

FLAG AND SAILMAKER.

No. 129, Des Vœux Road Central, Top Floor, HONGKONG.

Telephone No. 1833. [76

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.

Sleeping Accommodation—23 Cabins and 70 Beds in Dormitories.

All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute [110

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

Subscribed Capital	F. 75,000,000
Paid Up ...	F. 37,500,000
(1/3 of the Capital, i.e.,	F. 25,000,000 subscribed by the Government of the Chinese Republic.)
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock
Canton	Foochow

BANKERS:

In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & Parr's Bank, Ltd. London Joint City & Midland Bank, Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, April 1st, 1919. [85

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed "	1,500,000
Paid-up "	750,000
Reserve Fund & Rest	735,700

Bankers:

The Bank of England.

The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Galle	Karachi
Calcutta	Hongkong	Kota Bhara
Colombo	Howrah	KualaLumpur
Delhi	Kandy	Madras
Port Louis (Mauritius).		
Penang	Rangoon	Shanghai
Singapore		

Hongkong Branch.

Every description of Bankin and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Acting Manager.

No. 7, Queen's Road Central, Hongkong, April 11th, 1919. [54

THE BANK OF CHINA

中國銀行

(Specially Authorised in China by Presidential Mandate of 22nd November, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,379,800
Reserve Funds	3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(Peking): Haiting, Tungchow. (North): Miyun, Chohsien, Pahsien, Niulanshan. Hsuanhua. (Chihli): Tientsin, Paotinfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Cholusien, Weinsien. (Manchuria): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Tsonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaiyingsien (Hupeh): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu); Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (South): Tsinkiangpo. (Shantung): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (Shansi): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (Honan): Kaifung, Chowkiakow, Hsuhsien, (Kwangtung): Hongkong, Canton, Swatow, Kiungchow. (Fukien): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (Chekiang): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (Kiangsi): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (Anwhei): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (Szechuen): (Kweichow): Kweiyangfu, (Shansi): Sianfu, Hangchungfu. (Suiyuan): Kweihwating, Paotowchen (Tsahar): Kalgan, Fengchen, (Urga): Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.

Hongkong, May 15th, 1919. 371

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853. Head Office—London.

Paid-up Capital	£1,200,000
Reserve Fund	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.

Hongkong, April 8th, 1919. [64

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—=	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

J. A. Plummer, Esq.—Chairman.

Hon. Mr. E. V. D. Pabe—Deputy Chairman.

A. H. Compton, Esq. | P. H. Holyoak, Esq.

Hon. Mr. S. H. Dodwell. | Hon. Mr. J. Johnstone.

C. S. Gubbay, Esq. | W. L. Pattenden, Esq.

Chief Manager: Hongkong—N. J. Stabb, Esq.

Manager: Shanghai—A. G. Stephen, Esq

London Bankers:

London County and Westminster & Parr's Bank, Limited.

Hongkong Interest Allowed:

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum
" 6 " 3 " " "
" 12 " 4 " " "

N. J. STABB, Chief Manager

Hongkong, June 2nd, 1919. 9

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	" 50,000,000

BRANCHES AND AGENCIES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE, Acting Manager.

Hongkong, October 21st, 1918 106

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